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Baltimore, Ordinances, etc.

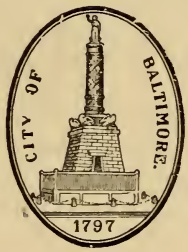
# ORDINANCES AND RESOLUTIONS

OF THE

# MAYOR AND CITY COUNCIL

## OF BALTIMORE

PASSED AT THE ANNUAL SESSION, 1927-28

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# ORDINANCES

## PASSED AT THE ANNUAL SESSION,

## 1927-1928.

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### No. 1.

An ordinance to add an additional section to Article 32, title "Schools," sub-title "Buildings and School Property," of the Baltimore City Code of 1906, said additional section to follow Section 1 of said article of said code and to be designated Section 1-A, providing (pursuant to Section 89 of Article 4, Public Local Laws, Baltimore City Charter) for the superintendence by the Board of School Commissioners of Baltimore City of repairs to School houses and school property.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* that an additional section be and the same is hereby added to Article 32, title "Schools," sub-title "Buildings and School Property," of Baltimore City Code of 1906, said additional section to follow section 1 of said article of said Code, to be designated 1-A and to read as follows:

1-A. In the place and stead of the Bureau of Buildings (formerly Inspector of Buildings) the authority to make and superintend repairs to school house buildings and the entire maintenance and operation thereof is hereby transferred and lodged exclusively to and in the Board of School Commissioners of Baltimore City and the latter shall have all the power now exercised by the Bureau of Buildings (formerly Inspector of Buildings) in the matter of repairs to buildings used for school purposes and the

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entire maintenance and operation thereof. For the purpose of accomplishing the objects of this section, and so that the Board of School Commissioners of Baltimore City may properly exercise its duties hereunder, the said Board is hereby authorized, subject to the approval of the Board of Estimates in each case, to employ upon such terms and conditions and for such period of time such carpenters, plumbers, painters, glaziers and other mechanics as may be necessary, their compensation and the cost of all repairs, maintenance and operation of said school house buildings to be paid from appropriations made by the Mayor and City Council of Baltimore to the Board of School Commissioners of Baltimore City for such purpose; provided, that all orders for minor repairs shall be submitted to the Mayor for his approval; provided that all repairs exceeding Five Hundred Dollars ($500) in cost shall be subject to the provisions of Sections 14 and 15, Article 4, Public Local Laws (Baltimore City Charter), relating to competitive bidding, and the same shall be awarded pursuant to said sections.

1-AA. No orders for repairs for less than $500 shall be given to any contractors who are not registered voters of Baltimore, Maryland.

Section 2. *And be it further ordained,* that this ordinance shall take effect from the date of its passage.

Approved June 28, 1927.

WM. F. BROENING, *Mayor.*

## No. 2.

An ordinance granting permission to H. Glaser to alter and convert the dwelling on the premises 640 N. Carrollton Avenue, for use as a store.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to H. Glaser to alter and convert the dwelling on the premises 640 N. Carrollton Avenue, for use as a store, and in making said alterations to use the present 9-inch walls; the said alterations to be made under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved June 28, 1927.

WM. F. BROENING, *Mayor.*

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## No. 3.

An ordinance granting permission to Elias Mavromiheles to alter and convert the dwelling on his premises 1840 Harford Avenue, for use as a dining-room and restaurant.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Elias Mavromiheles to alter and convert the dwelling on his premises 1840 Harford avenue, for use as a dining-room and restauant on the first floor, and in making said alterations and conversion

to use the present 9-inch walls; the said alterations to be made under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved June 29, 1927.

WM. F. BROENING, *Mayor.*

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No. 4.

An ordinance granting permission to Leon Marmor to erect an addition in the rear of his premises 635 E. Fort Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Leon Marmor to erect a two-story addition 27 ft. 8 in. long and 15 ft. 2 in. wide in the rear of his premises 635 E. Fort avenue; the said addition to be of brick construction, to cover the entire lot, to be used as a dwelling and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved June 29, 1927.

WM. F. BROENING, *Mayor.*

## No. 5.

An ordinance granting permission to Isaac Needle to erect a public garage in the rear of premises 902-904-906 McCulloh Street.

Whereas, Ordinance No. 243 of 1924 prohibits the erection of a public garage within 300 feet of an orphanage; therefore

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Isaac Needle to erect a public garage 40 ft. wide and 60 ft. long in the rear of premises 902-904-906 McCulloh street; the said building to be of brick construction with rubberoid roof and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City, and especially in accordance with the provisions of Sections 2 and 3 of Ordinance No. 825, approved Oct. 1, 1926.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved June 29, 1927.

WM. F. BROENING, *Mayor.*

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## No. 6.

An ordinance granting permission to Jos. Berkowitz to erect a public garage and install 4 gasoline tanks and pumps on the premises known as 3141 Frederick Avenue.

Whereas, Ordinance No. 243 of 1924 prohibits the erection of a garage or the installation of a

gasoline tank and pump within 300 feet of a church; therefore

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Jos. Berkowitz to erect a public garage 50 ft. wide and 100 ft. long on the premises known as 3141 Frederick avenue; the said garage to be of brick construction, and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City, and especially in accordance with the provisions of Sections 2 and 3 of Ordinance No. 825, approved Oct. 1, 1926.

SECTION 2. *And be it further ordained,* That permission be and the same is hereby granted to the said Jos. Berkowitz to install four 500-gallon gasoline tanks and pumps on the above-mentioned premises; the said tanks and pumps to be installed under the supervision of the Bureau of Buildings of Baltimore City in accordance with the provisions of Ordinances Nos. 534, approved Dec. 24, 1925; and 644, approved May 3, 1926.

SECTION 3. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved June 30, 1927.

WM. F. BROENING, *Mayor.*

## No. 7.

An ordinance to repeal Ordinance No. 1137, approved May 14, 1927, entitled "An ordinance to add two new sections to Article 4 of the Baltimore City Code of 1906, title "Carriages, Carts and Hacks," said new sections to come in immediately after Section 73 of said Article as ordained by Ordinance No. 823, approved September 28, 1926, and to be designated Section 74 and Section 75; said sections relating to the control of vehicles on certain streets in Baltimore City."

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That Ordinance No. 1137, approved May 14, 1927, entitled "An ordinance to add two new sections to Article 4 of the Baltimore City Code of 1906, title 'Carriages, Carts and Hacks,' said new sections to come in immediately after Section 73 of said Article as ordained by Ordinance No. 823, approved September 28, 1926, and to be designated Section 74 and Section 75; said Sections relating to the control of vehicles on certain streets in Baltimore City," be and it is hereby repealed.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved June 30, 1927.

WM. F. BROENING, *Mayor.*

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## No. 8.

An ordinance granting permission to Benj. N. Eisenberg to install two gasoline tanks and pumps on his premises 611 N. Bond St.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be

and the same is hereby granted to Benj. N. Eisenberg to install two 10-bbl. gasoline tanks and pumps on his premises 611 N. Bond St.; the said tanks and pumps to be back of the building line and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the provisions of Ordinances Nos. 534, approved Dec. 24, 1925, and 644, approved May 3, 1926.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved June 30, 1927.

WM. F. BROENING, *Mayor.*

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No. 9.

An ordinance to repeal and reordain with amendments Ordinance No. 1140, approved May 14, 1927, entitled "An ordinance making Lombard Street, from Exeter Street to Central Avenue, a one-way street for vehicular traffic and prohibiting parking on said street on certain days," so as to prohibit parking on the north side only of said Lombard Street, between Exeter Street and Central Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That Ordinance No. 1140, approved May 14, 1927, entitled "An ordinance making Lombard street, from Exeter street to Central avenue, a one-way street for vehicular traffic and prohibiting parking on said street on certain days," be and it is hereby repealed and reordained with amendments, to read as follows:

1. Lombard street, from Exeter street to Central avenue, be and it is hereby declared to be a one-way street for vehicular traffic and to be used by such traffic in an easterly direction only.

2. No wagon, cart, motor vehicle or other vehicle, or horse, mule or other animal shall be permitted to stand on the north side of said Lombard street, from Exeter street to Central avenue, on market days and on the day next preceding each Hebrew holiday. Any person violating the provisions of this ordinance shall be subject to a penalty not exceeding Ten Dollars ($10) for each and every offense.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved June 30, 1927.

WM. F. BROENING, *Mayor.*

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No. 10.

An ordinance granting permission to Jos. J. Rader to erect an individual garage in the rear of his premises 1803 Henneman Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Jos. J. Rader to erect an individual garage 10 ft. wide and 14 ft. long in the rear of his premises 1803 Henneman avenue; the said garage to be of metal construction, to be within 3 ft. of a frame structure on the same premises and to be erected under the supervision of the Bureau of Build-

ings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved June 30, 1927.

WM. F. BROENING, *Mayor.*

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No. 11.

An ordinance granting permission to Benj. H. Hubbard to erect an individual garage in the rear of his premises 1250 N. Broadway.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Benjamin H. Hubbard to erect an individual garage 10 ft. wide, 18 ft. long in the rear of his premises 1250 N. Broadway; the said garage to be of corrugated iron construction, to be within 4 ft. of the building on the same premises and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved June 30, 1927.

WM. F. BROENING, *Mayor.*

## No. 12.

An ordinance granting permission to C. J. Nemec to erect an individual garage in the rear of his premises 209 N. Curley Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to C. J. Nemec to erect an individual garage 10 ft. wide and 14 ft. long in the rear of his premises 209 N. Curley street; the said garage to be of metal construction, to be within 3 ft. of a frame kitchen and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved June 30, 1927.

WM. F. BROENING, *Mayor.*

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## No. 13.

An ordinance granting permission to Martin Aszmanavicz to alter and convert the dwelling on his premises 724 W. Lexington Street, for use as a store.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Martin Aszmanavicz to alter and convert the dwelling on his premises 724 W. Lexington street, for use as a store, and in making said alteration and conversion to use the present 9-inch walls; the

said alterations to be made under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said city.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved June 30, 1927.

WM. F. BROENING, *Mayor.*

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No. 14.

An ordinance granting permission to Dr. R. B. Kenyon to erect a frame sleeping porch in the rear of his premises 607 W. Franklin St.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to Dr. R. B. Kenyon to erect a frame sleeping porch 12 ft. wide and 12 ft. long in the rear of his premises 607 W. Franklin street; the said porch to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved June 30, 1927.

WM. F. BROENING, *Mayor.*

## No. 15.

An ordinance granting permission to Mr. and Mrs. Edw. Fisher to erect a frame kitchen in the rear of their premises 1533 Covington St.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Mr. and Mrs. Edw. Fisher to erect a frame kitchen 10 ft. wide and 12 ft. long in the rear of their premises 1533 Covington St.; the said kitchen to be shingled with asbestos shingles, to have slag roof with corrugated iron on the building line, and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

Sec. 2. And be it further ordained, That this ordinance shall take effect from the date of its passage.

Approved June 30, 1927.

WM. F. BROENING, *Mayor.*

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## No. 16.

An ordinance granting permission to John H. Hoey to erect an individual garage in the rear of his premises 124 N. Linwood Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to John H. Hoey to erect an individual garage 10 ft. wide and 16 ft. long in the rear of his premises 124 N. Linwood avenue; the said garage to be of metal construction, to be within 2 ft. of a frame over-

hang on the same premises and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

Sec. 2. And be it further ordained, That this ordinance shall take effect from the date of its passage.

Approved June 30, 1927.

WM. F. BROENING, *Mayor.*

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No. 17.

An ordinance granting permission to Chas. L. Wilson to erect an individual garage in the rear of his premises 36 E. Twenty-sixth Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Chas. L. Wilson to erect an individual garage 9 ft. wide and 12 ft. long in the rear of his premises 36 E. Twenty-sixth street; the said garage to be of metal construction, to be within 2 ft. 6 in. of a kitchen wall and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

Sec. 2. And be it further ordained, That this ordinance shall take effect from the date of its passage.

Approved June 30, 1927.

WM. F. BROENING, *Mayor.*

## No. 18.

An ordinance granting permission to The Frank Novak Realty Co. to erect a two-story brick building for use as a store, on its premises at the southeast corner of Belair Road and Sheldon Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to The Frank Novak Realty Co. to erect a two-story brick building 18 ft. wide and 50 ft. long, for use as a store, on its premises at the southeast corner of Belair road and Sheldon avenue; the said building to be within 10 ft. of a frame building on the south side and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

Sec. 2. And be it further ordained, That this ordinance shall take effect from the date of its passage.

Approved June 30, 1927.

WM. F. BROENING, *Mayor.*

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## No. 19.

An ordinance granting permission to B. Eisenstein to erect an individual garage in the rear of his premises 1523 W. Lanvale Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to B. Eisenstein to erect an individual garage 14 ft. wide and 16 ft. long in the rear of his premises 1523 W. Lanvale street; the said garage to be of

metal construction, to be within 4 ft. of a kitchen wall and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved June 30, 1927.

WM. F. BROENING, *Mayor.*

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No. 20.

An ordinance granting permission to Remus Matthews to erect a brick dwelling on his premises 3111 Leed Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Remus Matthews to erect a two-story brick dwelling 16 ft. 6 in. wide and 45 ft. long on his premises 3111 Leeds street; the said building to adjoin a frame dwelling on the east side and a frame open porch on the west side; and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved June 30, 1927.

WM. F. BROENING, *Mayor.*

## No. 21.

An ordinance granting permission to G. Prejiosa to erect an individual garage in the rear of his premises 2511 Laurette Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to G. Prejiosa to erect an individual garage 10 ft. wide and 18 ft. long in the rear of his premises 2511 Lauretta Avenue; the said garage to be of metal construction, to be within 2 ft. of a frame open porch and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved June 30, 1927.

WM. F. BROENING, *Mayor.*

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## No. 22.

An ordinance granting permission to Milton Schwaber to alter and convert the dwelling on premises 2026 W. Pratt Street, for use as a store.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Milton Schwaber to alter and convert the dwelling on premises 2026 W. Pratt street, for use as a store, and in making said alteration and conversion to use the present 9-inch walls; the said

alterations to be made under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved June 30, 1927.

WM. F. BROENING, *Mayor.*

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No. 23.

An ordinance granting permission to Dr. E. Eisenberg to erect an individual garage in the rear of his premises 2025 E. North Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Dr. E. Eisenberg to erect an individual garage 10 ft. wide and 20 ft. long in the rear of his premises 2025 E. North avenue; the said garage to be of metal construction to be within 4 ft. of a frame over-hanging bathroom and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved June 30, 1927.

WM. F. BROENING, *Mayor.*

## No. 24.

An ordinance granting permission to Richard R. Heath to alter and convert the dwelling on his premises 1723 Harford Avenue, for use as a store.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Richard R. Heath to alter and convert the dwelling on his premises 1723 Harford Avenue for use as a store, and in making said alteration and conversion to use the present 9-inch walls; the said alterations to be made under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved June 30, 1927.

WM. F. BROENING, *Mayor.*

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## No. 25.

An ordinance granting permission to the Broadway Theatre Company to alter the existing building, used as a motion picture theatre, at 509-13 S. Broadway.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to the Broadway Theatre Company to alter the existing building, used as a motion picture theatre, at 509-13 S. Broadway, by increasing the seating capacity from approximately 500 to 1000; and in making the said alterations to use the present

exit arrangements, with two additional exit doors at the front, and to use the present roof; the said alterations to be made under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved June 30, 1927.

WM. F. BROENING, *Mayor.*

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No. 26.

An ordinance granting permission to Geo. Scarborough to erect a metal garage in the rear of his premises 536 N. Castle Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Geo. Scarborough to erect a metal garage 9 ft. wide and 13 ft. long in the rear of his premises 536 N. Castle Street; the said garage to be within 4 ft. 6 in. of a frame overhang and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved June 30, 1927.

WM. F. BROENING, *Mayor.*

## No. 27.

An ordinance granting permission to Wm. Haller to erect a metal garage in the rear of the premises 2934 E. Monument Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to Wm. Haller to erect a metal garage 8 ft. wide and 15 ft. 6 in. long in the rear of the premises 2934 E. Monument Street; the said garage to be within 6 ft. of a frame overhang and under the present pigeon coop and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved June 30, 1927.

WM. F. BROENING, *Mayor.*

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## No. 28.

An ordinance granting permission to Louis C. Quantmeyer to erect a metal garage in the rear of his premises 2420 E. Chase Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to Louis C. Quantmeyer to erect a metal garage 8 ft. wide and 15 ft. long in the rear of his premises 2420 E. Chase Street; the said garage to be within 3 ft. of a frame kitchenette and to be erected

under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved June 30, 1927.

WM. F. BROENING, *Mayor.*

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No. 29.

An ordinance granting permission to Geo. Patience to erect a metal garage in the rear of his premises 2637 E. Monument Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Geo. Patience to erect a metal garage 10 ft. wide and 16 ft. long in the rear of his premises 2637 E. Monument Street; the said garage to be within 2 ft. of a frame kitchenette and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved June 30, 1927.

WM. F. BROENING, *Mayor.*

## No. 30.

An ordinance granting permission to Mrs. Kate A. Dickey to erect a metal garage in the rear of her premises 716 Bartlett Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Mrs. Kate A. Dickey to erect a metal garage 10 ft. wide and 14 ft. long in the rear of her premises 716 Bartlett Avenue; the said garage to be within 3 ft. 6 in. of a frame overhang and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved June 30, 1927.

WM. F. BROENING, *Mayor.*

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## No. 31.

An ordinance to change the names of Dalnay Way to Oaklyn Avenue, Airdale Way and Glynwood Avenue to Eugene Avenue, and Edgewood Way to Remmell Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the names of the following streets be changed, as hereinafter indicated:

Dalnay Way, from Ridgecroft road to Biddison avenue, be and it is hereby changed to Oaklyn Avenue;

Airdale Way, from Ridgecroft road to Biddison avenue, and Glynwood avenue, from Biddison avenue to Echodale avenue, be and they are hereby changed to Eugene avenue;

Edgewood Way, from Biddison avenue to Southern avenue, be and it is hereby changed to Remmell avenue.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved June 30, 1927.

WM. F. BROENING, *Mayor.*

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No. 32.

An ordinance granting permission to Samuel Rosenthal to erect a two-story frame addition, in place of the present open porches, in the rear of his premises 501 N. Belnord Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Samuel Rosenthal to erect a two-story frame addition 9 ft. 6 in. wide and 12 ft. long, in place of the present open porches, in the rear of his premises 501 N. Belnord avenue; the said addition to be of frame with slate shingles, to have corrugated iron on the party line with tin roof, and to be erected under the supervision of the Bureau of Buildings of Baltmiroe City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved June 30, 1927.

WM. F. BROENING, *Mayor.*

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No. 33.

An ordinance granting permission to John D. Rohde to erect a frame addition to the rear of the building on his premises 3212 Eastern Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to John D. Rohde to erect a frame addition 6 ft. wide and 15 ft. long to the rear of the building on his premises 3212 Eastern avenue; the said addition to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved June 30, 1927.

WM. F. BROENING, *Mayor.*

## No. 34.

An ordinance ratifying and approving an agreement between the Board of Estimates of Baltimore City and The United Railways and Electric Company of Baltimore, for and as to the relocation of its tracks and certain of the tracks of the Maryland Electric Railways Company on certain stretches of streets, the improvement of which is contemplated by the City; the cost of relocation and the length and character of the franchises in the new location to be as set forth in a letter from former City Solicitor Perlman to the Board of Estimates of Baltimore City, under date of January 25, 1926, and approved by the Board of Estimates on January 26, 1926, and in pursuance of said agreement to approve and ratify the surrender by The Maryland Electric Railways Company of its existing rights and franchises on the Harford Road from the south side of Hamilton Avenue to the new city limits as established in 1918, as proposed to be widened; and to authorize and empower The Maryland Electric Railways Company to exercise similar rights and franchises in a new location on the Harford Road from the south side of Hamilton Avenue to the new city limits as established in 1918, as proposed to be widened, with connections with the tracks of The United Railways and Electric Company of Baltimore at the intersection of Harford Road and the south side of Hamilton Avenue and with its tracks at the new city limits as established in 1918; also with track connections into its property at Inglewood Avenue.

Whereas under the authority of Chapter 231 of the Acts of the General Assembly of 1924, known as Section 9-A of Article 4 of the Code of Public Local Laws of Maryland, title "City of Baltimore," the City, through the Board of Estimates, has agreed with The United Railways and Electric Company of Baltimore, for and as to the relocation of its tracks and certain of the tracks of The Maryland Electric Railways Company on certain stretches of streets, the improvement of which is contemplated by the City; the cost of relocation and the length and character of the franchises in the new locations to be as set forth in a letter from former City Solicitor Perlman to the Board of Esti-

mates under date of January 25, 1926, and approved by the Board of Estimates on January 26, 1926; and

Whereas the City is about to improve the Harford Road from the old City limits as established in 1888 to the new City limits as established in 1918, one of the stretches covered by this agreement, and The Maryland Electric Railways Company is entitled to substituted rights of way and franchises, so that its tracks may be relocated in pursuance of said agreement.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* that the agreement between the Board of Estimates and The United Railways and Electric Company of Baltimore, approved by the Board of Estimates on January 26, 1926, above referred to, be and the same is hereby ratified and approved.

SECTION 2. *And be it further ordained* that The Maryland Electric Railways Company, its successors and assigns, be and it is hereby authorized and empowered to lay down, construct, maintain and operate double electric railway tracks, with the necessary poles, wires and overhead construction, and to operate and maintain an electric railway thereon in the center of Harford Road, from the south side of Hamilton Avenue to the new City limits as established in 1918, as proposed to be widened, with connections with the tracks of The United Railways and Electric Company of Baltimore, at the intersection of Harford Road and the south side of Hamilton Avenue and with its tracks at the new City limits as established in 1918, also with track connections into its property at Inglewood Avenue; with the right to run on the aforesaid

tracks, cars to be propelled by electricity supplied by overhead wires or by the storage system, or by any improved system which may be approved by the City.

Section 3. Said Railways tracks shall be built and renewed from time to time under the supervision and subject to the approval of the Highways Engineer, partly in an open reservation in the center of Harford Road, of "T" rail construction, and partly of girder rail construction; and the rails and renewals thereof from time to time, where laid on any part of said street, shall be of the most improved pattern of "T" and girder rails, and of a similar gauge to tracks now in use in said City, and to be so constructed and laid down as not to obstruct or impede the free flow of water across said streets, or down the gutters thereof, and so as not to interfere with or encroach upon the sidewalks or gutters as laid out and existing upon and along said street.

Section 4. And the said Railways Company, its successors and assigns, shall, at its own expense, in laying down or in relaying down, from time to time, said railway tracks on Harford Road, adjust the said tracks to the grades of said street as the same are now or may be hereafter established by law; and shall, at its own expense, keep the spaces between the said tracks and extending for two feet on either side thereof in thorough repair; the obligation to repair hereunder, however, not to become effective or in force until after the expiration of the period of the guarantee of the contractor or contractors who lay the paving upon said portions of said street covered by this Ordinance; and shall, at its own expense, keep the same free from

snow or other obstruction, but without obstructing the other portions of said roadbed on either side of said tracks; the provisions of Ordinance No. 9 of 1897, are not to be read into or treated as part of or in any way affecting this agreement.

SECTION 5. The Mayor and City Council of Baltimore hereby expressly reserves the right and duty at all times to exercise in the interest of the public, full municipal superintendence, regulation and control in respect to all matters connected with the substituted rights of way or franchises hereby made and not inconsistent with the terms hereof.

SECTION 6. The rights of way and franchises herein described shall have the same duration and the same freedom from Park Tax as the rights of way and franchises so surrendered have, and no more.

Approved June 30, 1927.

WM. F. BROENING, *Mayor.*

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No. 34½.

An ordinance ratifying and approving an agreement between the Board of Estimates of Baltimore City and the United Railways and Electric Company of Baltimore, for and as to the relocation of its tracks on certain stretches of streets, the improvement of which is contemplated by the City; the cost of relocation and the length and character of the franchises in the new locations to be as set forth in a letter from former City Solicitor Perlman to the Board of Estimates of Baltimore City, under date of January 25, 1926, and approved by the Board of Estimates on January 26, 1926; and in

pursuance of said agreement to approve and ratify the surrender by the Railways Company of its existing rights and franchises in the Harford Road from the old city limits as established in 1888 to the south side of Hamilton Avenue, as proposed to be widened; and to authorize and empower the Railways Company to exercise similar rights and franchises in a new location on the Harford Road, as proposed to be widened, from the old city limits as established in 1888 to the south side of Hamilton Avenue; with connections with its existing tracks at the intersection of Harford Road with the old city limits as established in 1888, and with the tracks of The Maryland Electric Railways Company at the intersection of Harford Road with the south side of Hamilton Avenue; also with track connections into The Maryland Electric Railways Company's car house property at Montebello Avenue.

Whereas under the authority of Chapter 231 of the Acts of the General Assembly of 1924, known as Section 9-A of Article 4 of the Code of Public Local Laws of Maryland, title "City of Baltimore," the City, through the Board of Estimates, has agreed with The United Railways and Electric Company of Baltimore, for and as to the relocation of its tracks on certain stretches of streets, the improvement of which is contemplated by the City; the cost of relocation and the length and character of the franchises in the new locations to be as set forth in a letter from former City Solicitor Perlman to the Board of Estimates, under date of January 25, 1926, and approved by the Board of Estimates on January 26, 1926; and

Whereas The City is about to improve the Harford Road from the old City limits as established in 1888 to the new City limits as established in 1918, one of the stretches covered by this agreement, and the Company is entitled to substituted rights of way and franchises, so that its tracks may be relocated in pursuance of said agreement.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* that the agreement between the Board of Estimates and The United Railways and Electric Company of Baltimore, approved by the Board of Estimates on January 26, 1926, above referred to, be and the same is hereby ratified and approved.

SECTION 2. *And be it further ordained* that The United Railways and Electric Company of Baltimore, its successors and assigns, be and it is hereby authorized and empowered to lay down, construct, maintain and operate double electric railway tracks, with the necessary poles, wires and overhead construction, and to operate and maintain an electric railway thereon in the center of Harford Road, as proposed to be widened from the old City limits as established in 1888, to the south side of Hamilton Avenue; with connections with its existing tracks at the intersection of Harford Road with the old City limits as established in 1888, and with the tracks of The Maryland Electric Railways Company at the intersection of Harford Road with the south side of Hamilton Avenue; also with track connections into The Maryland Electric Railways Company's car house property at Montebello Avenue; with the right to run on the aforesaid tracks, cars to be propelled by electricity supplied by overhead wires or by the storage system, or by any improved system which may be approved by the City.

SECTION 3. Said Railways tracks shall be built and renewed from time to time under the supervision and subject to the approval of the Highways Engineer, partly in an open reservation in the center of the Harford Road, of "T"

rail construction, and partly of girder rail construction; and the rails and renewals thereof, from time to time, where laid on any part of said street, shall be of the most improved pattern of "T" and girder rails, and of a similar gauge to tracks now in use in said City, and to be so constructed and laid down as not to obstruct or impede the free flow of water across said streets, or down the gutters thereof, and so as not to interfere with or encroach upon the sidewalks or gutters as laid out and existing upon and along said street.

Section 4. And the said Railways Company, its successors and assigns, shall, at its own expense, in laying down or in relaying down, from time to time, said railway tracks on Harford Road, adjust the said tracks to the grades of said street as the same are now or may be hereafter established by law; and shall, at its own expense, keep the spaces between the said tracks and extending for two feet on either side thereof in thorough repair; the obligation to repair hereunder, however, not to become effective or in force until after the expiration of the period of the guarantee of the contractor or contractors who lay the paving upon said portions of said street covered by this ordinance; and shall, at its own expense, keep the same free from snow or other obstruction, but without obstructing the other portions of said roadbed on either side of said tracks; the provisions of Ordinance No. 9 of 1897, are not to be read into or treated as part of or in any way affecting this agreement.

Section 5. The Mayor and City Council of Baltimore hereby expressly reserves the right

and duty at all times to exercise in the interest of the public, full municipal superintendence, regulation and control in respect to all matters connected with the substituted rights of way or franchises hereby made and not inconsistent with the terms hereof.

SECTION 6. The rights of way and franchises herein described shall have the same duration and the same freedom from Park Tax as the rights of way and franchises so surrendered have, and no more.

Approved June 30, 1927.

WM. F. BROENING, *Mayor.*

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No. 35.

An ordinance to create a Charter and City Code Revision Commission to investigate and report on a form of government for the City of Baltimore and to revise the Charter and Code of Ordinances of said City.

Whereas, the Charter of Baltimore City has been amended from time to time; and

Whereas, many of the ordinances of said City are obsolete and useless; and

Whereas, it is desirable to have a careful study and investigation made as to the form of Government most suitable for the City of Baltimore and to eliminate all useless and obsolete ordinances; therefore

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That a Commission, to be known as the Charter and City Code Revision Commission, be and it is hereby created for the purpose of studying and investigating the form and structure of the municipal

Government, with a view to revising the City Charter of Baltimore in order to secure the form of Government most suitable for said City. It shall also be the duty of said Commission to make a careful study of the ordinances of the City of Baltimore, with a view to eliminating all obsolete and useless ordinances, and to submit a revised Code of Ordinances for adoption by the City Council.

SECTION 2. *And be it further ordained,* That the Commission hereby created shall consist of not more than nine (9) members, to be appointed by the Mayor.

SECTION 3. *And be it further ordained,* That the said Commission shall report to the Mayor and City Council, as promptly as it may conveniently do so, the results of its study and investigation, together with the draft of the City Charter and Code of Ordinances which said Commission may recommend.

SECTION 4. *And be it further ordained,* That the Board of Estimates be and it is hereby requested to allow the said Commission sufficient funds out of any Contingent Fund under the control of said Board for any expenses necessary for the work of said Commission, and to make proper provision in the Ordinance of Estimates for the year 1928 for continuing the work of the Commission.

SECTION 5. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved July 1, 1927.

WM. F. BROENING, *Mayor.*

## No. 36.

An ordinance to add an additional section to Article 47, of the Baltimore City Code of 1893, said additional section to come in immediately after Secton 1 of said Article 47, and to be designated as 1-A, the same providing for the signing and issuance of certificates of indebtedness of the City of Baltimore.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore* that a new section be and the same is hereby added to Article 47 of the Baltimore City Code of 1893, said new section to come in immediately after Section 1 of said Article 47 and to be designated as 1-A, and to read as follows:

1-A. Certificates of indebtedness of the Mayor and City Council of Baltimore shall be signed by the Mayor and City Register as prescribed by Section 41, Article 4, Public Local Laws, (Baltimore City Charter), and shall be under the seal of the City and the coupons, if any, shall be signed by the fac-simile signature of the City Register. The delivery of such certificates of indebtedness or registered stock so executed any time thereafter, shall be valid notwithstanding any change in such officers occurring after such execution.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved July 1, 1927.

WM. F. BROENING, *Mayor.*

## No. 37.

An ordinance granting permission to Jas. Prucha to alter and convert the dwelling on his premises 2921 E. Monument Street, for use as a store.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Jas. Prucha to alter and convert the dwelling on his premises 2921 E. Monument street, for use as a store, and in making said alteration and converson to use the present 9-inch walls; the said alterations to be made under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved July 8, 1927.

WM. F. BROENING, *Mayor.*

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## No. 38.

An ordinance entitled an ordinance to appoint a Zoning Commission of Baltimore City which shall make a preliminary report recommending the boundaries of the several original districts or zones into which Baltimore City shall be divided under the proposed Zoning Ordinance; to hold public hearings and to draft a final report recommending said boundaries and the proper regulations to be enforced therein, and to submit said report to the City Council.

Whereas Chapter 705 of the Acts of the General Assembly of Maryland, Session of 1927

(known as Article 66-B of the Annotated Code of Maryland) empowers the Mayor and City Council of Baltimore City to pass a "Zoning" ordinance for the purpose of regulating and restricting the height, number of stories, the size of buildings and other structures, the percentage of lots that may be occupied, the size of yards, courts and other open spaces, the density of population, the location and use of buildings, structures and land for trade, industry, residence or other purposes; and

Whereas said Act provides that the Mayor and City Council of Baltimore City, in order to avail itself of the powers conferred by the said Act, shall appoint a commission to be known as the Zoning Commission to recommend the boundaries of the various original districts and appropriate regulations to be enforced therein, to make a preliminary report, hold public hearings thereon and submit a final report of its activities and recommendations to the City Council.

Section 1. *Be it ordained by the Mayor and City Council of Baltimore,* that there is hereby created a commission to be known as the Zoning Commission which shall consist of the following:

William S. Norris,
Alfred J. O'Ferrall,
C. Morgan Marshall,
Philip B. Perlman,
William F. Gross,
Clarence N. Lehman,
William O. Ratcliffe,
Thomas R. Bond,
John H. Mooney,
Charles H. Heintzman,

Horace T. Smith,
Allen A. Davis,
Willard W. Allen.

SECTION 2. *And be it further ordained,* that the said Commission shall have the powers and perform the duties hereinafter specified and the members thereof shall serve without compensation. Any employee of the City of Baltimore whose services may be necessary in the judgment of said Commission to enable it to perform its duties and to carry out the purposes of the ordinance may, with the approval of the Mayor, be called upon from time to time to render such services, but shall receive no additional compensation therefor.

SECTION 3. *And be it further ordained,* that the said Commission shall recommend the division of the City of Baltimore into districts or zones within which may be regulated and restricted by ordinance the height, number of stories, the size of buildings and other structures, the percentage of lot that may be occupied, size of yards, courts and other open spaces, the density of population, the location and use of buildings, structures and land for trade, industry, residence or other purposes; that it shall embody in a preliminary report its recommendations as to the boundaries of said districts or zones and shall include in said report the appropriate regulations to be enforced therein; that it shall hold public hearings on said preliminary report and subsequently submit a final report in writing to the City Council, containing its final recommendations as to the boundaries and the respective regulations of the said districts or zones.

SECTION 4. *And be it further ordained,* that upon the completion of its work and the submission of the above-mentioned report to the City Council, all powers and duties of said Commission shall cease and the term of office of its members thereof shall be at an end.

SECTION 5. *And be it further ordained,* that this ordinance shall take effect from the date of its passage.

Approved July 8, 1927.

WM. F. BROENING, *Mayor.*

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No. 39.

An ordinance granting permission to Chas. A. Haslinger to alter the buildings on his premises 1426-1428-1430 Harford Avenue, for use as a filling station and accessories store, and to install 5 gasoline tanks and pumps.

Whereas Ordinance No. 243 of 1924 prohibits the erection of a filling station within 300 feet of a moving picture theatre; therefore

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Chas. A. Hasslinger to alter the buildings on his premises 1426-1428-1430 Harford Avenue, for use as filling station and accessories store, and to install 5 ten-barrel gasoline tanks and pumps; the said alterations to be made under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City and the said tanks and pumps to be installed in accordance with the provisions of

Ordinances No. 534, approved Dec. 24, 1925, and 644, approved May 3, 1926.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved July 11, 1927.

WM. F. BROENING, *Mayor.*

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No. 40.

An ordinance granting permission to Wm. Abrams and wife to alter and convert the dwelling on their premises, known as 3603 Park Heights Avenue, for use as a store.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Wm. Abrams and wife to alter and convert the building on their premises, known as 3603 Park Heights Avenue, for use as a store, and in making said alterations and conversion to use the present 9-inch walls, with pilasters, the said alterations to be made under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved July 11, 1927.

WM. F. BROENING, *Mayor.*

## No. 41.

An ordinance granting permission to Moritz Grossman to erect a building on his premises known as 1438 E. Fayette Street for the use as a store.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Moritz Grossman to erect a building on his premsies, known as 1438 E. Fayette street, for use as a store, and in erecting said building to use the present 9-inch wall in the building on his premises 1436 E. Fayette street; the said building to be of brick construction and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved July 11, 1927.

WM. F. BROENING, *Mayor.*

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## No. 42.

An ordinance granting permission to Jas. Bartman to use the building on his premises known as 1703 E. Fairmount Avenue, for an automobile repair shop.

Whereas, Ordinance No. 243 of 1924 prohibits the use of a building as an automobile repair shop within 300 feet of a church; therefore

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be

and the same is hereby granted to Jas. Bartman to use the building on the premises known as 1703 E. Fairmount avenue, for use as an automobile repair shop; the said premises to be used in accordance with the Building Laws of Baltimore City and especially in accordance with the provisions of Sections 2 and 3 of Ordinance 825, approved Oct. 1, 1926.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved July 11, 1927.

WM. F. BROENING, *Mayor.*

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No. 43.

An ordinance granting permission to B. J. Frederick & Bro., Inc., to remove the present gasoline tank and pump from its premises 531 N. Howard Street to its premises in the rear of 507 N. Howard Street.

Whereas, Ordinance No. 243 of 1924 prohibits the installation of a gasoline tank and pump within 300 feet of a theatre; therefore

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to B. J. Frederick & Bro., Inc., to remove the present gasoline tank and pump from its premises 531 N. Howard street to its premises in the rear of 507 N. Howard street, the said premises in the rear of 507 N. Howard street abutting on Tyson alley; the said tank and pump to be installed under the supervision of the Bureau of

Buildings of Baltimore City in accordance with the provisions of Ordinances Nos. 534, approved Dec. 24, 1925, and 644, approved May 3, 1926.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved July 11, 1927.

WM. F. BROENING, *Mayor.*

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No. 44.

AN ordinance granting permission to J. Irving Bealmear to alter and convert the dwelling on the premises 1521 Pennsylvania Avenue, for use as a store.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to J. Irving Bealmear to alter and convert the dwelling on the premises 1521 Pennsylvania avenue, for use as a store, and in making said alterations and conversion to use the present 9-inch walls; the said alterations to be made under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved July 11, 1927.

WM. F. BROENING, *Mayor.*

## No. 45.

An ordinance granting permission to Moses Shaivitz to erect an enclosed superstructure or bridgeway above and across Church Street, to connect the rear of his premises 816 S. Charles Street known as 3 and 5 W. Church Street) with the rear of his premises 3 and 5 W. Montgomery Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That in pursuance of the power vested in it and for the convenience of Moses Shaivitz and his employees, permission and authority are hereby given and granted to the said Moses Shaivitz, his successors and assigns, to construct and maintain, at his own cost, for a period not to exceed 25 years, a superstructure or bridgeway, one story high, above and across Church street, to connect the rear of the building on his premises 816 S. Charles street (known as 3 and 5 W. Church street) with the rear of the building on his premises 3 and 5 W. Montgomery street, upon the terms and conditions following:

That the said superstructure or bridgeway be not less than 14 ft. above the surface of Church street and that it shall be approximately 20 ft. 6 in. long, 6 ft. wide and 8 ft. high. The said superstructure or bridgeway shall be of brick, concrete and iron construction and that no woodwork or other combustible material shall be used in the construction of the same, and the entire structure shall be constructed under the supervision and to the satisfaction of the Bureau of Buildings of Baltimore City, and shall be at all times hereafter under the regulation and control of the said Bureau of Buildings.

SECTION 2. *And be it further ordained,* That the Mayor and City Council of Baltimore hereby expressly reserves the right and duty at all times to exercise in the interest of the public, full municipal superintendence, regulation and control in respect to all matters connected with this grant and not inconsistent with the terms thereof.

SECTION 3. *And be it further ordained,* That the said superstructure or bridgeway shall be completed within six months from the passage of this ordinance.

SECTION 4. *And be it further ordained,* That the said grantee, his successors and assigns, shall maintain the said superstructure or bridgeway in good condition throughout the full term of this grant.

SECTION 5. *And be it further ordained,* That the said grantee, his successors and assigns, shall pay annually to the City of Baltimore, as compensation for the privilege hereby granted, the sum of Forty-eight Dollars ($48.00) per annum during the continuance of this franchise.

SECTION 6. *And be it further ordained,* That non-compliance with any of the terms or conditions of the grant herein made, by the said grantee, his successors and assigns, at any time or times, shall operate as a forfeiture of the same, which shall thereupon be and become void, and that nothing short of an ordinance of the Mayor and City Council of Baltimore shall operate as a waiver of any forfeiture of the grant hereby made.

SECTION 7. *And be it further ordained,* That the Mayor of Baltimore shall have the right, at any time whenever in his judgment the public interests demand it, to revoke the rights and privileges hereby granted, and upon the receipt of a notice in writing to that effect from the Mayor of Baltimore by the grantee hereunder, his successors and assigns, in the event of a revocation or forfeiture of the rights and privileges by this ordinance granted, all rights under this ordinance shall cease and determine, and the said grantee, his successors and assigns, shall promptly remove the said bridgeway or superstructure at his expense.

SECTION 8. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved July 11, 1927.

WM. F. BROENING, *Mayor.*

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No. 46.

An ordinance granting permission to The Standard Pharmaceutical Co. to install a power elevator in its building 419 Conway Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to The Standard Pharmaceutical Co. to install a power elevator in its three-story building 419 Conway street, and in installing the said elevator to use the existing elevator shaft in said building; the said elevator to be installed under the supervision of the Bureau of Buildings of Baltimore

City in accordance with the Building Laws of said City. Provided, however, that the shaft in the basement and top floor shall be enclosed in conformity with the first and second floors before said elevator shall be operated.

SEC. 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved July 11, 1927.

WM. F. BROENING, *Mayor.*

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No. 47.

An ordinance granting permission to Wm. Weikel to alter and convert the dwelling on his premises 723 Washington Boulevard, for use as a store.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Wm. Weikel to alter and convert the dwelling on his premises 723 Washington Boulevard, for use as a store, and in making said alteration and conversion to use the existing walls; the said alterations to be made under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SEC. 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved July 11, 1927.

WM. F. BROENING, *Mayor.*

## No. 48.

An ordinance to authorize the Baltimore and Ohio Railroad Company to construct, maintain and operate a single railroad track in the bed of Stockholm Street, from a point of connection with the center line of its present track, said point of connection being 12 feet northerly from the south building line of Stockholm Street and 31 feet westerly measured at right angles from the west building line of Leadenhall Street, and running thence easterly and across Leadenhall Street the distance of 200.5 feet to a point of connection with the center line of a track of said railroad company now constructed in the bed of Stockholm Street, said point of connection being 100 feet easterly, measured along its center line from its intersection with the east building line of Leadenhall Street and 25 feet northerly from the south building line of Stockholm Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Baltimore and Ohio Railroad Company be, and it is hereby authorized to construct, maintain and operate a single railroad track in the bed of Stockholm Street, the center line of said track being described as follows: Beginning for the same at a point of connection with its existing railroad track at a point 12 feet northerly from the south building line of Stockholm Street and 31 feet westerly measured at right angles from the west building line of Leadenhall Street and running thence south 70° 30′ east parallell to and 12 feet northerly from the south building line of Stockholm Street the distance of 6 inches; thence in a southeasterly direction by a line curving to the left with a radius of 800 feet the distance of 33 feet to the west building line of Leadenhall Street; thence continuing across the bed of Leadenhall Street on said line curving to the left with a radius of 800 feet the distance of 47 feet to a point; thence south 76°-13′-30″ east the distance of 22.5 feet to the east building line of Leadenhall Street; thence

continuing on said course south 76°-13′-30″ east the distance of 26.5 feet to a point; thence in a southeasterly direction by a line curving to the right with a radius of 800 feet the distance of 71 feet to a point in the center of the present eastbound main track of the railroad company at a point 100 feet easterly, measured along the center line of said track from its intersection with the easterly building line of Leadenhall Street and 25 feet northerly from the south building line of Stockholm Street. The track hereby authorized is shown on the attached plat by the line colored red.

Section 2. *And be it further ordained,* That the Mayor and City Council of Baltimore shall, at all times, have and retain the power and right to reasonably regulate, in the public interest, the exercise of the right herein granted, and that the said right shall be executed and enjoyed within six months after the grant, as provided by Section 37 of Article 4, of the Code of Public Local Laws of Maryland, entitled "City of Baltimore," sub-title "Charter," and that the right herein granted shall be held, exercised and enjoyed for the period of twenty-five years, and with the further right to said grantee, at a fair revaluation, including in such revaluation the value derived from said right, to renewals not exceeding in the aggregate twenty-five years; that upon the termination of said right herein granted there shall be a fair valuation of the plant and property of the said grantee, to be constructed by virtue of this ordinance, which shall be and become the property of the City of Baltimore, at its election, on its paying said grantee said valuation; the said payment to be a fair and equitable valua-

tion of the same as property, excluding any value derived from the right or franchise by this ordinance granted, the said revaluation and valuation hereinbefore provided for to be determined upon by two arbitrators, one to be appointed by the Mayor of the City of Baltimore and the other to be appointed by the grantee, its representatives or assigns, who, in case they shall be unable to agree between themselves, shall appoint a third arbitrator, and the decision of a majority of said arbitrators shall be final and binding as to the revaluation and valuation aforesaid; provided, that if the said two arbitrators shall, after a reasonable time, fail to agree upon an umpire, then the Mayor shall appoint such umpire.

Section 3. *And be it further ordained,* That the right and duty are hereby expressly reserved to the Mayor and City Council of Baltimore at all times to exercise in the interest of the public, full municipal superintendence, regulation and control in respect to all matters connected with the grant herein contained and not inconsistent with the terms thereof, and that in the event of the said grantee, its successors or assigns, refusing, neglecting or failing to comply with any of the terms or conditions upon which the said franchise or right are hereby granted, said franchise or right shall be and become wholly null and void.

Section 4. *And be it further ordained,* That the said grantee, its successors and assigns, shall, at its own expense, in laying down, from time to time, its said railroad track on said street, adjust its said track to the grade of such street, as the same is now or may hereafter be established by law, and shall at its own expense

keep the space between the rails of said track and for two feet on either side thereof in thorough repair, and shall at its own expense keep the same free from snow or other obstruction, but without obstructing the other portion of said street on either side of said track, and shall pay to the City if and so often as said street shall be paved or repaved by the Mayor and City Council of Baltimore, its officers and agents, or any other officers or agents duly authorized by law, the cost of paving or repaving the space between the rails of said track and for two feet on either side thereof.

The said Baltimore and Ohio Railroad Company shall also pay to the city within thirty days after written notice from the Highways Engineer of the amount due, the cost of relocating, strengthening or encasing in concrete, all sub-surface structures belonging to the Mayor and City Council of Baltimore, located in the street beneath the space between the rails of said track and for two feet on either side thereof, and shall also pay to the City, within thirty days after written notice from the Highways Engineer of the amount due, the cost of relocating any surface structures belonging to the City made necessary by the construction of said track, the judgment of the Highways Engineer as to the work necessary to safeguard said sub-surface structures and as to the necessity of relocating any surface structures to be final; and the said Baltimore and Ohio Railroad Company shall also pay to the City within thirty days after written notice from the Highways Engineer of the amount due, the cost of such additional sewer inlet or inlets with the necessary connecting pipe or pipes, as in the judgment of the Highways Engineer are re-

quired for the purpose of proper drainage as the result of the construction of said tracks.

SECTION 5. *And be it further ordained,* That the compensation to be paid by the Baltimore and Ohio Railroad Company for the franchise and rights hereby granted shall be the sum of one dollar ($1.00) per lineal foot of single track, as an initial charge, and a like sum of $1.00 per lineal foot annually thereafter, payable in advance, the number of feet and the total amount of both the initial charge and the annual charge to be fixed by the Highways Engineer of Baltimore City after the measurement by him of the actual number of feet of track laid or used under the provisions of this ordinance, and the said railroad company shall also pay all expenses of advertising this ordinance.

SECTION 6. *And be it further ordained,* That non-compliance at any time or times by the grantee, its successors or assigns, with any of the terms of the grant hereby made, shall operate as a forfeiture of the grant hereby made, which shall thereupon be and become void, and that nothing short of an ordinance of the Mayor and City Council of Baltimore shall operate as a waiver of any forfeiture of the grant hereby made.

SECTION 7. *And be it further ordained,* That if at any time the track of the Baltimore and Ohio Railroad Company shall be removed, or if the track hereby authorized shall be acquired by the City of Baltimore for the purpose of establishing a municipal trackage system, or for any other purposes of the municipality, then this ordinance shall be void, and all the franchises and rights hereby granted shall cease

and determine without compensation to the grantee, its successors or assigns.

SECTION 8. *And be it further ordained,* That the track hereby authorized shall be constructed under the supervision of and to the entire satisfaction of the Highways Engineer, and that the rails to be used in the said construction and renewals thereof, from time to time, shall be of such character as the Highways Engineer shall determine. The grantee hereunder shall, from time to time, change the location of the track hereby authorized to be constructed whenever in the judgment of the Highways Engineer the public convenience may require it, and he shall issue a written order therefor approved by the Board of Estimates.

SECTION 9. *And be it further ordained,* That the Baltimore and Ohio Railroad Company shall not be permitted to stand a car or cars on the track hereby authorized to be constructed.

SECTION 10. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved July 11, 1927.

WM. F. BROENING, *Mayor.*

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No. 49.

An ordinance granting permission to Miller-Witherspoon Co., Inc., to erect a one-story building, for use as an auto showroom, sales and service, and to install 3 gasoline tanks and pumps on the premises at the southwest corner of Guilford Avenue and Twenty-fourth Street.

Whereas, Ordinance No. 243 of 1924 prohibits the installation of a gasoline tank and pump within 300 feet of a church; therefore,

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to The Miller-Witherspoon Co., Inc., to erect a one-story building approximately 65 feet by 150 feet on the irregularly shaped lot at the southwest corner of Guilford avenue and Twenty-fourth street; the said building to be used as an auto showroom, sales and service, to cover the entire lot and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City, and especially in accordance with the provisions of Sections 2 and 3 of Ordinance No. 825, approved Oct. 1, 1926.

SECTION 2. *And be it further ordained,* That the said The Miller-Witherspoon Co., Inc., be and it is hereby authorized to install 3 500-gallon gasoline tanks and pumps on said premises, the said tanks and pumps to be installed under the supervision of the Bureau of Buildings of Baltimore City in accordance with the provisions of Ordinances Nos. 534, approved Dec. 24, 1925, and 644, approved May 3, 1926.

SECTION 3. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved July 11, 1927.

WM. F. BROENING, *Mayor.*

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No. 50.

An ordinance granting permission to M. H. Boyce to alter and convert the dwelling on his premises 2630 Fait Avenue, for use as a store.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be

and the same is hereby granted to M. H. Boyce to alter and convert the dwelling on the premises 2630 Fait Avenue, for use as a store, and in making said alterations to use the present 9-inch walls; the said alterations to be made under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved July 12, 1927.

WM. F. BROENING, *Mayor.*

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No. 51.

An ordinance granting permission to Clarence H. Hurlock to alter and convert the dwelling on his premises 133 W. Twentieth Street, for use as a store.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Clarence H. Hurlock to alter and convert the dwelling on his premises 133 W. Twentieth street, for use as a store, and in making said alteration and conversion to use the present 9-inch walls; the said alterations to be made under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved July 12, 1927.

WM. F. BROENING, *Mayor.*

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No. 52.

An ordinance granting permission to Walter E. Anderton to erect an individual garage on his premises 309 St. Dunstan's Road, Homeland.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Walter E. Anderton to erect an individual garage 12 ft. wide and 20 ft. long on his premises 309 St. Dunstan's road, Homeland; the said garage to be constructed of cinder block with stucco, to have slate roof, to be within 5 ft. of the party line and within 15 ft. of a frame garage on the adjoining premises, and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved July 13, 1927.

WM. F. BROENING, *Mayor.*

## No. 53.

An ordinance to amend Sheet No. 1 of the Area District Map accompanying Ordinance No. 922, approved May 19, 1923, known as the Zoning Ordinance by changing from the F Area District to the E Area District certain property lying east of the Maryland and Pennsylvania Railroad between Overhill Road and Stony Run Lane as outlined in red on the plat accompanying this ordinance and which is made a part hereof.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore* that sheet No. 1 of the Area District Map accompanying Ordinance No. 922, approved May 19, 1923 and known as the Zoning Ordinance be and the same is hereby amended by changing from the F Area District to the E Area District certain property lying along the east side of the Maryland and Pennsylvania Railroad betweeen Overhill Road and Stony Run Lane as outlined in red on the plat accompanying this ordinance and made a part of this ordinance.

SECTION 2. *And be it further ordained* that upon the passage of this ordinance by the City Council as evidence of the authenticity of the plat which is a part hereof the said plat shall be signed by the President of the City Council and upon approval of the ordinance by the Mayor said plat shall be signed by the Mayor of the City of Baltimore.

SECTION 3. *And be it further ordained* that this ordinance and the plat which is a part hereof shall take effect from the date of its passage.

Approved July 14, 1927.

WM. F. BROENING, *Mayor.*

## No. 54.

An ordinance to condemn and close Exeter Street, 50 feet wide, from the south side of Aliceanna Street to the north side of Lancaster Street in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the twentieth day of April, 1927, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn and close Exeter Street, with a width of fifty feet from the south side of Aliceanna Street to the north side of Lancaster Street, the land hereby directed to be condemned for said closing being described as follows:

Beginning for the same at a point formed by the intersection of the east side of Exeter Street, 50 feet wide, and the south side of Aliceanna Street, 70 feet wide, said point of beginning being distant 257 feet westerly from the southwest corner of Central Avenue, as now laid out 100 feet wide, and Aliceanna Street; and running thence southerly binding on the east side of said Exeter Street 236.6 feet to intersect the north side of Lancaster Street, 100 feet wide; thence westerly binding on the north side of said Lancaster Street 50 feet to intersect the west side of said Exeter Street; thence northerly binding on the west side of said Exeter Street 236 feet to intersect the south side of said Aliceanna Street; and thence easterly binding on the south side of said Aliceanna Street 50 feet to the place of beginning. The said Street as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on

twentieth day of April in the year 1927, and is now on file in the said Office.

SECTION 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and closing of said Exeter Street, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved July 14, 1927.

WM. F. BROENING, *Mayor.*

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No. 55.

An ordinance to condemn and open Exeter Street, 50 feet wide, from the south side of Aliceanna Street to the north side of Lancaster Street, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the twentieth day of April, 1927, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commis-

sioners for Opening Streets be, and they are hereby authorized and directed to condemn and open Exeter Street with a width of 50 feet from the south side of Aliceanna Street to the north side of Lancaster Street, the land hereby directed to be condemned for said opening being described as follows:

Beginning for the same at a point formed by the intersection of the east side of Exeter Street, 50 feet wide, and the south side of Aliceanna Street 70 feet wide, said point of beginning being distant 257 feet westerly from the southwest corner of Central Avenue, as now laid out 100 feet wide, and Aliceanna Street; and running thence southerly binding on the east side of said Exeter Street 236.6 feet to intersect the north side of Lancaster Street 100 feet wide; thence westerly binding on the north side of said Lancaster Street 50 feet to intersect the west side of said Exeter Street; thence northerly binding on the west side of said Exeter Street 236 feet to intersect the south side of said Aliceanna Street; and thence easterly binding on the south side of said Aliceanna Street 50 feet to the place of beginning, the said Street as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the twentieth day of April in the year 1927, and is now on file in the said Office.

Section 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and opening of said Exeter Street and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provi-

sions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved July 14, 1927.

WM. F. BROENING, *Mayor.*

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No. 56.

An ordinance to authorize The Northern Central Railway Company to construct, maintain and operate a track in the bed of South Caroline Street beginning at a point in the track of The Northern Central Railway Company as now constructed in the center of South Caroline Street fifty-nine feet south of the south line of Lancaster Street and running thence by a curve southeastwardly into the property on the east side of South Caroline Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore* that The Northern Central Railway Company be, and it is hereby authorized to construct, maintain and operate a track in the bed of South Caroline Street, the centre line of said track being described as follows:

Beginning for the centre line of the track hereby authorized, in the centre of the track which The Northern Central Railway Company now maintains in the centre of South Caroline Street at a point fifty-nine (59) feet south of

the south line of Lancaster Street, measured along the centre line of South Caroline Street, and running thence southeastwardly by a curve to the left with a radius of seventy-five (75) feet, the distance of eighty-one (81) feet into the property on the east side of South Caroline Street.

The track authorized by this ordinance is shown by the line colored red on the blue print hereto annexed which is made a part of this ordinance.

SECTION 2. *And be it further ordained,* That the Mayor and City Council of Baltimore shall, at all times, have and retain the power and right to reasonably regulate, in the public interest, the exercise of the right herein granted, and that the said right shall, be executed and enjoyed within six months after the grant, as provided by Section 37, of Article 4, of the Code of Public Local Laws of Maryland, entitled "City of Baltimore," sub-title "Charter," and that the right herein granted shall be held, exercised and enjoyed for the period of twenty-five years, and with the further right to said grantee, at a fair revaluation, including in such revaluation the value derived from said right, to renewals not exceeding in the aggregate twenty-five years; that upon the termination of said right herein granted there shall be a fair valuation of the plant and property of the said grantee, to be constructed by virtue of this ordinance, which shall be and become the property of the City of Baltimore, at its election, on its paying said grantee said valuation; the said payment to be a fair and equitable valuation of the same as property, excluding any value derived from the right or franchise by this ordi-

nance granted, the said revaluation and valuation hereinbefore provided for to be determined upon by two arbitrators, one to be appointed by the Mayor of the City of Baltimore and the other to be appointed by the grantee, its representatives or assigns, who, in case they shall be unable to agree between themselves, shall appoint a third arbitrator, and the decision of a majority of said arbitrators shall be final and binding as to the revaluation and valuation aforesaid; provided, that if the said two arbitrators shall, after a reasonable time, fail to agree upon an umpire, then the Mayor shall appoint such umpire.

SECTION 3. *And be it further ordained,* That the right and duty are hereby expressly reserved to the Mayor and City Council of Baltimore at all times to exercise in the interest of the public, full municipal superintendence, regulation and control in respect to all matters connected with the grant herein contained and not inconsistent with the terms thereof, and that in the event of the said grantee, its successors or assigns, refusing, neglecting or failing to comply with any of the terms or conditions upon which the said franchise or right are hereby granted, said franchise or right shall be and become wholly null and void.

SECTION 4. *And be it further ordained,* That the said grantee, its successors and assigns shall at its own expense, in laying down, from time to time, its said railroad track on said street, adjust its said track to the grade of such street, as the same is now or may hereafter be established by law and shall at its own expense keep the space between the rails of said track and

for two feet on either side thereof in thorough repair, and shall at its own expense keep the same free from snow or other obstruction, but without obstructing the other portion of said street on either side of said track, and shall pay to the City if and so often as said street shall be paved or repaved by the Mayor and City Council of Baltimore, its officers and agents, or any other officers or agents duly authorized by law, the cost of paving or repaving the space between the rails of said track and for two feet on either side thereof.

The said Northern Central Railway Company shall also pay to the City within thirty days after written notice from the Highways Engineer of the amount due, the cost of relocating, strengthening or encasing in concrete, all subsurface structures belonging to the Mayor and City Council of Baltimore, located in the street beneath the space between the rails of said track and for two feet on either side thereof, and shall also pay to the City, within thirty days after written notice from the Highways Engineer of the amount due, the cost of relocating any surface structures belonging to the City made necessary by the construction of said track, the judgment of the Highways Engineer to the work necessary to safeguard said subsurface structures and as to the necessity of relocating any surface structures to be final; and the said Northern Central Railway Company shall also pay to the City within thirty days after written notice from the Highways Engineer of the amount due, the cost of such additional sewer inlet or inlets with the necessary connecting pipe or pipes, as in the judgment of the Highways Engineer are required for the purpose of proper drainage as the result of the construction of said tracks.

SECTION 5. *And be it further ordained* that the compensation to be paid by The Northern Central Railway Company its successors and assigns, for the franchise and rights hereby granted shall be the sum of One Dollar ($1.00) per lineal foot of single track, as an initial charge, and a like sum of One Dollar ($1.00) per lineal foot, payable in advance, annually thereafter, the number of feet of track and the total amount of both the initial charge and the annual charge to be fixed by the Highways Engineer of Baltimore City upon the measurement by him of the actual number of lineal feet of track maintained and operated under the provisions of this ordinance and the said Railroad Company shall also pay all expenses of advertising this ordinance.

SECTION 6. *And be it further ordained,* That non-compliance at any time or times by the grantee, its successors or assigns, with any of the terms of the grant hereby made, shall operate as a forfeiture of the grant hereby made, which shall thereupon be and become void, and that nothing short of an ordinance of the Mayor and City Council of Baltimore shall operate as a waiver of any forfeiture of the grant hereby made.

SECTION 7. *And be it further ordained,* That if at any time the track of The Northern Central Railway Company shall be removed, or if the track hereby authorized shall be acquired by the City of Baltimore for the purpose of establishing a municipal trackage system, or for any other purposes of the municipality then this ordinance shall be void, and all the franchises and rights hereby granted shall cease and

determine without compensation to the grantee, its successors or assigns.

SECTION 8. *And be it further ordained,* That the track hereby authorized shall be constructed under the supervision of and to the entire satisfaction of the Highways Engineer, and that the rails to be used in the said construction and renewals thereof, from time to time, shall be of such character as the Highways Engineer shall determine. The grantee hereunder shall, from time to time, change the location of the track hereby authorized to be constructed whenever in the judgment of the Highways Engineer the public convenience may require it, and he shall issue a written order therefor approved by the Board of Estimates.

SECTION 9. *And be it further ordained,* That The Northern Central Railway Company shall not be permitted to stand a car or cars on the track hereby authorized to be constructed.

SECTION 10. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved July 14, 1927.

WM. F. BROENING, *Mayor.*

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No. 57.

An ordinance granting permission to Geo. Klimm to alter and convert the dwelling on his premises 4603 Eastern Avenue, for use as a store.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Geo. Klimm

to alter and convert the dwelling on his premises 4603 Eastern avenue, for use as a store, and in making said alteration and conversion to use the present 9-inch walls; the said alterations to be made under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved July 14, 1927.

WM. F. BROENING, *Mayor.*

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No. 58.

An ordinance granting permission to Harry Levin to alter and convert the dwelling on the premises 905 S. Charles Street, for use as a store.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Harry Levin to alter and convert the dwelling on the premises 905 S. Charles street, for use as a store, and in making said alteration and conversion to use the present 9-inch walls; the said alterations to be made under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved July 14, 1927.

WM. F. BROENING, *Mayor.*

## No. 59.

An ordinance granting permission to The Gwynns Park Savings & Loan Association, Inc., to erect 5 individual garages on the premises in the rear of 1815 Frederick Avenue.

Whereas, Ordinance No. 243 of 1924 prohibits the erection of a public garage within 300 feet of a school; therefore,

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to The Gwynns Park Savings and Loan Association, Inc., to erect 5 individual garages on the premises in the rear of 1815 Frederick Avenue; the said garages to be of brick and concrete block construction and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City, and especially in accordance with the provisions of Sections 2 and 3 of Ordinance No. 825, approved Oct. 1, 1926.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved July 14, 1927.

WM. F. BROENING, *Mayor.*

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## No. 60.

An ordinance to condemn, open, widen and grade Howard Place, from its present width of twenty feet to a width of forty feet, from the northeast side of Reisterstown Road northeasterly 206 feet more or less in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the twenty-eighth day of April, 1927, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commis-

sioners for Opening Streets be, and they are hereby authorized and directed to condemn, open, widen and grade Howard Place, from its present width of twenty feet to a width of forty feet from the northeast side of Reisterstown Road northeasterly 206 feet more or less, the land hereby directed to be condemned for said opening being described as follows:

Beginning for the same at a point formed by the intersection of the northeast side of Reisterstown Road, as condemned and widened to a width of 80 feet, and the southeast side of Howard Place, as condemned and opened under Ordinance No. 735, approved July 18, 1922, the coordinates of said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being West 14559.79 feet and North 14782.83 feet; and running thence binding on the southeast side of said Howard Place North 58°-00′-54″ East 205.70 feet to the beginning of the fourth line of the description of Howard Place, as condemned and opened under Ordinance No. 735, approved July 18, 1922; thence binding on said fourth line South 31°-59′-06″ East 20 feet to the end thereof, and to intersect a line drawn parallel with and distant 20 feet southeasterly measured at right angles from the first line of this description; thence reversing said line so drawn and binding thereon South 58°-00′-54″ West 206.04 feet to intersect the northeast side of said Reisterstown Road; and thence binding on the northeast side of said Reisterstown Road North 31°-01′-40″ West 20 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said Place as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on twenty-eighth day of April in the year 1927, and is now on file in the said office.

SECTION 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and opening of said Howard Place, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved July 14, 1927.

WM. F. BROENING, *Mayor.*

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No. 61.

An ordinance providing for the sale of a lot of ground lying on the west side of what was formerly a part of Berkley Alley (now closed) and lying North of Chase Street to Park Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* that the Comptroller

is hereby authorized to sell, at private sale, in accordance with the provisions of Section 13 of the Baltimore City Charter, the lot of ground lying on the west side of what was formerly a part of Berkley Alley (now closed) and lying north of Chase Street to Park Avenue, the same being no longer needed for public use, and which is described as follows:

Beginning for the same at a point formed by the intersection of the northwest side of Chase Street and the west side of Berkley Alley 20.0 feet wide; and running thence binding on the northwest side of said Chase Street northeasterly 4.49 feet to the outside face of the west curb of Berkley Alley as said curb is now constructed; thence binding along said face of said curb northwesterly 116.77 feet; thence at right angles to Berkley Alley southwesterly 3.67 feet to the intersection of the west side of Berkley Alley and the southeast side of Park Avenue and running thence binding on the west side of Berkley Alley southeasterly 119.36 feet to the place of beginning.

Section 2. *And be it further ordained,* That no deed or deeds shall pass in accordance with the provisions of the above section until the same shall have been approved by the City Solicitor.

Approved July 14, 1927.

WM. F. BROENING, *Mayor.*

## No. 62.

An ordinance authorizing the Board of Estimates to sell at public or private sale all that lot of ground situate at the northwest corner of Merryman's Avenue and Evans Chapel Road and being triangular in shape and having a frontage on Evans Chapel Road of 112.59 feet, in accordance with Section 13 of the Charter. Said lot of ground being no longer needed for public use.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* that the Board of Estimates be and it is hereby authorized to sell at public or private sale, in accordance with Section 13 of the Charter, all that lot of ground described as follows, that is to say:

Beginning at a point formed by the intersection of the north side of Merryman's Avenue (formerly 6th Avenue) and the west side of Evans Chapel Road as condemned and opened under Ordinance No. 685, approved March 20th, 1922, said point of beginning also being in the division line between the property of W. H. McCauley and the property surrendered to the Mayor and City Council in the proceedings for the condemnation and opening of Evans Chapel Road under Ordinance No. 685, approved March 20th, 1922; and running thence northerly binding on said division line 110 feet to the south side of an alley 10 feet wide with the use thereof in common; thence eastwardly along said alley 28.29 feet to the west side of said Evans Chapel Road and thence southerly binding on the west side of said Evans Chapel Road 112.59 feet to the place of beginning; said lot of ground being no longer needed for public use.

The mention of streets, avenues, lanes and alleys in the above description is for the purpose of description only and the rights of the Mayor and City Council of Baltimore in and to the same are to be specially reserved.

SECTION 2. *And be it further ordained,* that no deed or deeds shall pass in accordance with the above section unless the same shall be approved by the City Solicitor.

Approved July 14, 1927.

WM. F. BROENING, *Mayor.*

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No. 63.

An ordinance granting permission to Arthur Fleishall to erect a metal garage in the rear of his premises 2124 E. Biddle Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Arthur Fleishall to erect a metal garage 9 ft. wide and 14 ft. long in the rear of his premises 2124 E. Biddle Street; the said garage to be within 6 inches of a frame kitchenette and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved July 14, 1927.

WM. F. BROENING, *Mayor.*

## No. 64.

An ordinance granting permission to John P. Grosskopf to erect a metal garage in the rear of his premises 505 N. Kenwood Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to John P. Grosskopf to erect a metal garage 10 ft. wide and 15 ft. long in the rear of his premises 505 N. Kenwood Avenue; the said garage to be within 3 ft. of a frame overhang and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved July 14, 1927.

WM. F. BROENING, *Mayor.*

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## No. 65.

An ordinance granting permission to Walter Hague to erect a metal garage in the rear of the premises 2524 McElderry Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Walter Hague to erect a metal garage 10 ft. wide and 16 ft. long in the rear of the premises 2524 McElderry street; the said garage to be within 4 ft. of a frame overhang and to be erected under the supervision of the Bureau of Buildings of Balti-

more City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved July 14, 1927.

WM. F. BROENING, *Mayor.*

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No. 66.

An ordinance granting permission to Adolph Eisenrauch to erect a metal garage in the rear of his premises 2240 Preston Place.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Adolph Eisenrauch to erect a metal garage 8 ft. wide and 14 ft. long in the rear of his premises 2240 Preston Place; the said garage to be within 3 ft. of a frame overhang and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved July 14, 1927.

WM. F. BROENING, *Mayor.*

## No. 67.

An ordinance granting permission to J. J. Cermak to erect a metal garage in the rear of his premises 817 N. Glover Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to J. J. Cermak to erect a metal garage 10 ft. wide and 14 ft. long in the rear of his premises 817 N. Glover street; the said garage to be within 5 ft. of a frame overhang and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordanec with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved July 14, 1927.

WM. F. BROENING, *Mayor.*

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## No. 68.

An ordinance granting permission to Mary Goyert to erect a metal garage in the rear of the premises 2313 E. Madison Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Mary Goyert to erect a metal garage 10 ft. wide and 14 ft. long in the rear of her premises 2313 E. Madison street; the said garage to be within 3 ft. of a frame overhang and to be erected under the supervision of the Bureau of Buildings of

Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved July 14, 1927.

WM. F. BROENING, *Mayor.*

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No. 69.

An ordinance granting permission to R. B. Roulston to erect an individual garage on his premises 313 St. Dunstan's Road.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to R. B. Roulston to erect an individual garage on his premises 313 St. Dunston's road; the said garage to be of brick construction, to be within 4 ft. of the party line and within 14 ft. of a frame building on the adjoining premises and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved July 14, 1927.

WM. F. BROENING, *Mayor.*

## No. 70.

An ordinance granting permission to Geo. J. Dierken to erect a metal garage in the rear of his premises 2013 E. North Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Geo. J. Dierken to erect a metal garage 10 ft. wide and 16 ft. long in the rear of his premises 2013 E. North avenue; the said garage to be within 3 ft. of an open frame porch and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved July 14, 1927.

WM. F. BROENING, *Mayor.*

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## No. 71.

An ordinance granting permission to Albert W. Gill to erect a metal garage in the rear of his premises 1816 E. Lafayette Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Albert W. Gill to erect a metal garage 10 ft. wide and 14 ft. long in the rear of his premises 1816 E. Lafayette avenue; the said garage to be within 3 ft. 6 in. of a frame overhang and to be erected under the supervision of the Bureau of Build-

ings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved July 14, 1927.

WM. F. BROENING, *Mayor.*

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No. 72.

An ordinance to condemn, open and grade an alley, 15 feet wide, 149 feet 3 inches south of Merryman's Lane, from the easternmost side of Falls Road easterly 127 feet to the westernmost side of an alley 20 feet wide in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the twenty-eighth day of April, 1927, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn, open and grade an alley with a width of 15 feet 149 feet 3 inches south of Merryman's Lane from the easternmost side of Falls Road easterly 127 feet to the westernmost side of an alley 20 feet wide, the land hereby directed to be condemned for said opening being described as follows: Beginning for the same at a point on the easternmost side of Falls Road, as now laid out, at the distance of 164 feet 3 inches southeasterly from the point formed by the intersection of the southernmost side of Merryman's Lane, as now laid out, and the easternmost side of said Falls Road, said point of beginning being in the division line between the land there situate, now or formerly belonging to Meyers Brothers, and the land now or formerly belong-

ing to G.W.Waltrich; and running thence northeasterly binding on said division line 127 feet to the westernmost side of an alley 20 feet wide; thence northwesterly binding on the westernmost side of said 20 foot alley 15 feet; thence southwesterly parallel with the first line of this description 127 feet to intersect the easternmost side of said Falls Road; and thence southeasterly binding on the easternmost side of said Falls Road 15 feet to the place of beginning. The said Alley as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on twenty-eighth day of April in the year 1927, and is now on file in the said Office.

Section 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and opening of said Alley, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved July 14, 1927.

WM. F. BROENING, *Mayor.*

## No. 73.

An ordinance to condemn, open and grade an alley 15 feet wide, 192.5 feet northeast of Springdale Avenue from the southeast side of Oakfields Avenue southeasterly 323 feet more or less to a 15 foot alley now open in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the twelfth day of May, 1927, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn, open and grade an alley 15 feet wide, 192.5 feet northeast of Springdale Avenue from the southeast side of Oakfields Avenue southeasterly 323 feet more or less to a 15 foot alley now open; the land hereby directed to be condemned for said opening being described as follows:

Beginning for the same at a point on the southeast side of Oakfields Avenue, distant 192.5 feet northwesterly from the point formed by the intersection of the northeast side of Springdale Avenue and the southeast side of said Oakfields Avenue, and running thence southeasterly 323.25 feet to the end of a 15 foot alley there laid out; thence northeasterly across the end of said 15 foot alley 15 feet more or less to intersect a line drawn parallel with and distant 15 feet northeasterly measured at right angles from the first line of this description; thence reversing said line so drawn and binding thereon northwesterly 320.90 feet to intersect the southeast side of said Oakfields Avenue; and thence binding on the southeast side of said Oakfields Avenue southwesterly 15 feet to the place of beginning.

The said Alley as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Com-

missioners for Opening Streets on twelfth day of May in the year 1927 and is now on file in said Office.

SECTION 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets with reference to the condemnation and opening of said alley and the proceedings and rights of all parties interested or affected thereby shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City) as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved July 14, 1927.

WM. F. BROENING, *Mayor.*

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No. 74.

An ordinance granting permission to Joseph T. McNaney to erect a second-story frame addition, for use as a bathroom, in the rear of his premises 104 E. Fort Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Jos. T. McNaney to erect a second-story frame addi-

tion 8 ft. wide and 11½ ft. long, for use as a bathroom, in the rear of his premises 104 E. Fort Avenue; the said addition to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved July 14, 1927.

WM. F. BROENING, *Mayor.*

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No. 75.

An ordinance granting permission to John Kurshi to erect 5 individual garages on his premises at the southwest corner of Boyd St. and Calender Alley.

Whereas, Ordinance No. 243 of 1924 prohibits the erection of a public garage within 300 feet of a church; therefore

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to John Kurshi to erect 5 individual garages 9 ft. wide and 18 ft. long on his premises at the southwest corner of Boyd Street and Calendar Alley; the said garages to be of brick construction and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City, and especially in accordance with the provisions of Sections 2 and 3 of Ordinance No. 825, approved Oct. 1, 1926.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved July 14, 1927.

WM. F. BROENING, *Mayor.*

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No. 76.

An ordinance to condemn, open and grade a 15 foot alley, 100 feet northwest of Montebello Avenue from the southwest side of Gorsuch Avenue to the northeast side of Thirtieth Street in accordance with a plat thereof filed in the office of the Commissioners for Opening Streets, on the twenty-eighth day of April, 1927, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn, open and grade a 15 foot alley, 100 ft. northwest of Montebello Avenue, from the southwest side of Gorsuch Avenue to the northeast side of Thirtieth Street, the land hereby directed to be condemned for said opening being described as follows:

Beginning for the same at a point on the southwest side of Gorsuch Avenue, as now laid out, said point of beginning being distant 100 feet northwesterly from the point formed by the intersection of the northwest side of Montebello Avenue, as laid out on the plat of Homestead, and the southwest side of said Gorsuch Avenue, the coordinates of said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being East 4195.10 feet and North

9974.86 feet, and running thence parallel with said Montebello Avenue South 36°-21′-20″ West 1040.36 feet to intersect the northeast side of Thirtieth Street (formerly Friendship Street), 30 feet wide, thence binding on the northeast side of said Thirtieth Street North 50°-39′-18″ West 15.02 feet to intersect a line drawn parallel with and distant 15 feet northwesterly measured at right angles from the first line of this description, thence reversing said line so drawn and binding thereon North 36°-21′-20″ East 1036.99 feet to intersect the southwest side of said Gorsuch Avenue, and thence southeasterly binding on the southwest side of said Gorsuch Avenue South 63°-27′-10″ East 15.22 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission, the said alley as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on twenty-eighth day of April in the year 1927, and is now on file in the said office.

Section 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets, with reference to the Condemnation and opening of said alley and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto,

as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved July 14, 1927.

WM. F. BROENING, *Mayor.*

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No. 77.

An ordinance granting permission to Geo. J. Limbkuhler to erect a metal garage in the rear of his premises 615 N. Linwood Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Geo. J. Limbkuhler to erect a metal garage 10 ft. wide and 16½ ft. long in the rear of his premises 615 N. Linwood avenue; the said garage to be within 22 in. of a frame kitchenette and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Buildings Laws of said City.

SECTION 2. *And be it further ordained,* that this ordinance shall take effect from the date of its passage.

Approved July 14, 1927.

WM. F. BROENING, *Mayor.*

## No. 78.

An ordinance granting permission to Jos. Sevcik to erect a metal garage in the rear of his premises 2300 E. Madison Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Jos. Sevcik to erect a metal garage 10 ft. wide and 16 ft. long in the rear of his premises 2300 E. Madison street; the said garage to be within 5 ft. of a fireproof shingled over-hanging bathroom and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SEC. 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved July 14, 1927.

WM. F. BROENING, *Mayor.*

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## No. 79.

An ordinance granting permission to John W. Reese to erect a metal garage in the rear of his premises 731 N. Linwood Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to John W. Reese to erect a metal garage 10 ft. wide and 15 ft. 4 in. long in the rear of his premises 731 N. Linwood avenue; the said garage to be within 3 ft. of a frame overhang and to be erected under the supervision of the Bureau of

Buildings of Baltimore City in accordance with the Building Laws of said City.

SEC. 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved July 14, 1927.

WM. F. BROENING, *Mayor.*

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No. 80.

An ordinance granting permission to A. C. Dotterweich to erect a sun parlor in the rear of his premises 1600 E. Thirtieth Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to A. C. Dotterweich to erect a sun parlor 12 ft. wide and 15 ft. 6 in. long in the rear of his premises 1600 E. Thirtieth street; the said sun parlor to be enclosed with glass and frame, to be within 5 ft. of the party line and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SEC. 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved July 14, 1927.

WM. F. BROENING, *Mayor.*

## No. 81.

An ordinance granting permission to Morris Taylor to use the brick building in the rear of his premises 1505 E. Baltimore Street as a public garage.

Whereas, Ordinance 243 of 1924 prohibits the use of a building within 300 feet of a church as a public garage; therefore

Section 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Morris Taylor to use the one-story brick building 22 ft. wide and 45 ft. long in the rear of his premises 1505 E. Baltimore street as a public garage for the storage of cars only.

Sec. 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved July 14, 1927.

WM. F. BROENING, *Mayor.*

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## No. 82.

An ordinance to change the name of Euclid Avenue, east of Roland Avenue, to St. John's Road.

Section 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the name of Euclid avenue, east of Roland avenue, be and it is hereby changed to St. John's road.

Sec. 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved July 14, 1927.

WM. F. BROENING, *Mayor.*

## No. 83.

An ordinance to condemn, open and grade Chester Road 50 feet wide from the northeast side of Lawina Road northeasterly 120 feet more or less to the southern end of Chester Road as now open in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the twenty-fourth day of May, 1927, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn, open and grade Chester Road, with a width of fifty feet from the northeast side of Lawina Road northeasterly 120 feet more or less to the southern end of Chester Road as now open, the land hereby directed to be condemned for said opening being described as follows:

Beginning for the same at the intersection of the southeast side of Chester Road, as now laid out 40 feet wide and the northeast side of Lawina Road, as now laid out 40 feet wide, and running thence northwesterly binding on the northeast side of said Lawina Road, 50 feet to intersect the northwest side of Chester Road, as now being condemned 50 feet wide; thence northeasterly binding on the northwest side of said last mentioned Chester Road 120 feet more or less to intersect the southwest side of a 10 foot alley there situate; thence southeasterly binding on the southwest side of said 10 foot alley 50 feet to intersect a line drawn parallel with and distant 50 feet measured southeasterly at right angles from the second line of this description; and thence reversing said line so drawn and binding thereon southwesterly 120 feet more or less to the place of beginning the said road as directed to be condemned being delineated and particularly shown on a plat

which was filed in the Office of the Commissioners for Opening Streets on twenty-fourth day of May in the year 1927 and is now on file in said Office.

SECTION 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and opening of said Chester Road and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved July 14, 1927.

WM. F. BROENING, *Mayor.*

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No. 84.

An ordinance granting permission to the Crouthamel Garage to install two additional gasoline tanks and pumps on the premises 1905 Ellamont Street.

Whereas, Ordinance No. 243 of 1924 prohibits the installation of a gasoline tank and pump within 300 feet of a church; therefore

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be

and the same is hereby granted to the Crouthamel Garage to install two additional 550-gallon gasoline tanks and pumps on the premises 1905 Ellamont street; the said tanks and pumps to be installed under the supervision of the Bureau of Buildings of Baltimore City in accordance with the provisions of Ordinances Nos. 534, approved Dec. 24, 1925, and 644, approved May 3, 1926.

SEC. 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved July 14, 1927.

WM. F. BROENING, *Mayor.*

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No. 85.

An ordinance in pursuance of an agreement between the Board of Estimates of Baltimore City and The United Railways and Electric Company of Baltimore, to approve and ratify the surrender by the Railways Company of so much of its existing easements and rights of way in the bed of Clifton Avenue (as condemned and opened under Ordinance No. 98 of the Mayor and City Council of Baltimore, approved February 7, 1924) as lies within the limits of Windsor Mill Road as now being condemned, opened and widened under Ordinance No. 948 of the Mayor and City Council of Baltimore, approved January 31, 1927; and to authorize and empower the Railways Company to exercise substituted rights and franchises in said portion of the bed of Clifton Avenue within the limits of Windsor Mill Road as now being condemned, opened and widened under said Ordinance No. 948, except that forty (40) foot portion thereof as was within the limits of the Old Windsor Mill Road, with connections with its existing tracks on Clifton Avenue on each side of said Windsor Mill Road.

Whereas, under the authority of Chapter 231 of the Acts of 1924, of the General Assembly

of Maryland, known as Section 9-A of Article 4 of the Code of Public Laws of Maryland, title "City of Baltimore," the City, through the Board of Estimates, has agreed with The United Railways and Electric Company of Baltimore for the surrender of its easements and rights of way upon the portion of Clifton Avenue herein mentioned, and the Railways Company is entitled to substituted rights of way and franchises thereon.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* that the Agreement between the Board of Estimates and The United Railways and Electric Company of Baltimore, be and the same is hereby ratified and approved.

SECTION 2. *And be it further ordained,* That The United Railways and Electric Company of Baltimore, its successors and assigns, be and it is hereby authorized and empowered to lay down, maintain and operate double electric railway tracks with the necessary poles, wires and overhead construction, and to operate and maintain an electric railway thereon, in the center of that portion of Clifton Avenue (as condemned and opened under Ordinance No. 98 of the Mayor and City Council of Baltimore, approved February 7, 1924) which lies within the limits of Windsor Mill Road as now being condemned, opened and widened under Ordinance No. 948 of the Mayor and City Council of Baltimore, approved January 31, 1927, except that forty (40) foot portion thereof as was within the limits of the Old Windsor Mill Road, with the right to run on the aforesaid tracks, cars to be propelled by electricity sup-

plied by overhead wires or by the storage system, or by any improved system which may be approved by the City.

Section 3. *And be it further ordained,* that the said railway tracks shall be built and renewed from time to time under the supervision and subject to the approval of the Highways Engineer, and the rails and renewals thereof from time to time, where laid on any part of said street, shall be of the most improved pattern of girder rails, and of a similar gauge to tracks now in use in said City, and to be so constructed and laid down as not to obstruct or impede the free flow of water across said streets, or down the gutters thereof, and so as not to interfere with or encroach upon the sidewalks or gutters as laid out and existing upon and along said streets.

Section 4. And the said Railways Company, its successors and assigns, shall, at its own expense, in laying down or in relaying down from time to time, said railway tracks on Clifton Avenue, adjust the said tracks to the grades of said street, as the same now are or may be hereafter established by law; and shall, at its own expense, keep the spaces between the said tracks and extending for two feet on either side thereof, in thorough repair; the obligation to repair hereunder, however, not to become effective or in force until after the expiration of the period of the guarantee of the contractor or contractors who lay the paving upon said portions of said street covered by this Ordinance; and shall, at its own expense, keep the same free from snow or other obstruction, but without obstructing the other portions of

said roadbed on either side of said tracks; the provisions of Ordinance No. 9 of 1897 are not to be read into or treated as part of or in any way affecting this agreement.

SECTION 5. The Mayor and City Council of Baltimore hereby expressly reserves the right and duty at all times to exercise in the interest of the public full municipal superintendence, regulation and control in respect to all matters connected with the substituted rights of way or franchises hereby granted and not inconsistent with the terms hereof.

SECTION 6. *And be it further ordained,* That the rights and franchises herein described are granted for the same duration as present existing rights, and all the rights of way and franchises herein granted shall have the same freedom from Park Tax as the rights of way and franchises so surrendered have, and no more.

Approved July 14, 1927.

WM. F. BROENING, *Mayor.*

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No. 86.

An ordinance authorizing the Board of Estimates to sell at public sale in accordance with Section 13 of the City Charter, all that lot of ground on the southwest side of Old Frederick Road, opposite Palorma Avenue, with a width of 61 feet on the Old Frederick Road, and a depth of 474½ feet to Frederick Avenue; and with a width of 10 feet on Frederick Avenue; and running thence northerly 225 feet; thence northeasterly 50 feet to intersect a line drawn from Old Frederick Road, and reversing said line so drawn thereon 238 feet to the Old Frederick Road. Said property being no longer needed for public use.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Board of

Estimates be, and they are hereby authorized to sell at public sale, in accordance with Section 13 of the City Charter, all that lot of ground situate in the City of Baltimore, and described as follows:

Beginning for the same on the northeast side of the Frederick Turnpike road, at a point distant northwesterly 110 feet from the southernmost corner of the whole lot of ground belonging formerly to William F. Primrose, said beginning being at the westernmost corner of the lot of ground conveyed by said Primrose to Mrs. O. W. Reese; and running thence northeasterly, bounding on said Reese's lot, and parallel to the southeasternmost outline of the whole lot aforesaid, 225 feet; thence southeasterly parallel to the Frederick Turnpike road 50 feet; thence northeasterly parallel to the easternmost outline of said Primrose's whole lot 238 feet more or less to the Old Frederick road; thence northwesterly on the southwest side of the Old Frederick road about 61 feet to intersect a line drawn parallel to the aforesaid southeasternmost outline from a point on the Frederick Turnpike road 10 feet northwesterly from the beginning; thence southwesterly reversing said line and binding thereon parallel to said southeasternmost outline 474½ feet more or less to the Frederick Turnpike road; and thence southeasterly binding on the northeast side of the Frederick Turnpike road 10 feet to the place of beginning; said property being no longer needed for public use.

Being formerly known as branch School No. 66.

Being subject to sub-rent of one cent, if demanded.

The mention of streets, avenues, lanes and alleys in the above description are intended for

the purpose of description only, and the rights of the Mayor and City Council of Baltimore in and to the same are to be specially reserved.

SECTION 2. *And be it further ordained,* That upon such sale being made, the Mayor and Commissioners of Finance are authorized to execute a proper deed to the purchaser, to be approved by the City Solicitor.

Approved July 14, 1927.

WM. F. BROENING, *Mayor.*

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No. 87.

An ordinance granting permission to Jacob Sperak to alter and convert the dwelling on his premises 1941 W. Lombard Street, for use as a store.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Jacob Sperak to alter and convert the dwelling on his premises 1941 W. Lombard street, for use as a store, and in making said alteration and conversion to use the present 9-inch walls; the said alterations to be made under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved July 14, 1927.

WM. F. BROENING, *Mayor.*

## No. 88.

An ordinance granting to The United Railways and Electric Company of Baltimore, its successors and assigns, the right to construct, maintain and operate tracks, with the necessary poles, wires and overhead construction as follows: To construct double tracks on the forty (40) foot portion of Clifton Avenue as was within the limits of the Old Windsor Mill Road, with the right to connect with the present tracks of the Railways Company on either side thereof; and to run on the aforesaid tracks cars to be propelled by electricity or by the storage system, or by any improved system which may be approved by the Mayor and Highways Engineer.

Whereas, The United Railways and Electric Company of Baltimore formerly operated upon a viaduct of its own over the forty (40) foot portion of Clifton Avenue as was within the limits of the Old Windsor Mill Road, under Ordinance No. 74, approved June 11, 1902, of the Mayor and City Council of Baltimore, which Ordinance has expired; and

Whereas Clifton Avenue has been recently opened as a public street over and across the Old Windsor Mill Road, and Baltimore City is about to build a concrete viaduct over the Old Windsor Mill Road, as a portion of the new Clifton Avenue; and

Whereas, It is deemed advisable to grant by this present Ordinance to The United Railways and Electric Company of Baltimore a new franchise on the new City street known as Clifton Avenue, which grant is not to be considered as a renewal or extension of Ordinance No. 74, approved June 11, 1902, nor in any way as a precedent or recognition of the kind or character of Ordinance which The United Railways and Electric Company of Baltimore may be entitled to in the place and stead of any of its ordinances hitherto expired or about to expire, but as a new grant of rights and franchises upon a new City street;

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* that The United Railways and Electric Company of Baltimore, its successors and assigns, be and it is hereby authorized and empowered to lay down, construct and maintain tracks, and to run cars and operate a railway thereon, and also erect and maintain the necessary poles, wires and overhead construction and appurtenances as may be necessary and proper for said tracks, namely: To construct double tracks on the forty (40) foot portion of Clifton Avenue as was within the limits of the Old Windsor Mill Road with the right to connect with the present tracks of the Railways Company on either side thereof; and to run on the aforesaid tracks, cars to be propelled by electricity or by the storage system, or by any improved system which may be approved by the Mayor and Highways Engineer.

SECTION 2. *And be it further ordained,* that the said railway tracks shall be built and renewed from time to time under the supervision and subject to the approval of the Highways Engineer, and the rails and renewals thereof from time to time, where laid on any part of said streets, shall be of the most improved pattern of girder rails, and of a similar gauge to tracks now in use in said City, and to be so constructed and laid down as not to obstruct or impede the free flow of water across said streets, or down the gutters thereof, and so as not to interfere with or encroach upon the sidewalks or gutters as laid out and existing upon and along said streets.

SECTION 3. *And be it further ordained,* that The United Railways and Electric Company of

Baltimore, its successors and assigns, shall, at its own expense in laying down or in relaying down, from time to time, its said railway tracks on said streets, adjust its said tracks to the grades of said streets as the same are now or may hereafter be established by law, and shall at its own expense, keep the space within each of said tracks, and extending for two feet outside of each outer rail of each of said tracks, in thorough repair; the obligation to repair hereunder, however, not to become effective or in force until after the expiration of the period of the garantee of the contractor or contractors who lay the paving upon said portions of said streets, covered by this Ordinance; and shall, at its own expense, keep the same free from snow or other obstruction, but without obstructing the other portions of said road-bed on either side of said tracks. The provisions of Ordinance No. 9 of 1897, are not to be read into or treated as part of or in any way affecting this agreement. The United Railways and Electric Company of Baltimore shall also pay to the City, within thirty days after written notice from the Highways Engineer of the amount due, the cost of relocating, strengthening, or otherwise protecting all sub-surface structures belonging to the Mayor and City Council of Baltimore, located in the street beneath the space between the rails of said tracks and for two feet on either side thereof; and shall pay to the City within thirty days after written notice from the Highways Engineer of the amount due, the cost of relocating any surface structures belonging to the City made necessary by the construction of said tracks, the judgment of the Highways Engineer approved by the Board of Estimates as to the work necessary to safeguard said sub-surface structures and as

to the necessity of relocating any surface structures to be final; and the said The United Railways and Electric Company of Baltimore shall also pay to the Mayor and City Council of Baltimore within thirty days after written notice from the Highways Engineer of the amount due, the cost of such additional sewer inlet or inlets with the necessary connecting pipe or pipes as in the judgment of the Highways Engineer are required for the purpose of proper drainage as the result of the construction of said tracks. The said work of relocating surface structures and relocating, strengthening or otherwise protecting sub-surface structures to be done concurrently with the laying of said tracks and before the restoration of the street paving.

SECTION 4. *And be it further ordained,* that the Mayor and City Council of Baltimore shall at all times have and retain the power and right to reasonably regulate, in the public interest, the exercise of the right herein granted and that the said right shall be executed and enjoyed within six (6) months after the grant, as provided by Section 37 of Article 4 of the Code of Public Local Laws of Maryland, entitled "City of Baltimore," sub-title "Charter," and the right herein granted shall be held, exercised and enjoyed for the period of twenty-five (25) years; and with the further right to said Grantee at a fair revaluation, including in such revaluation the value derived from said right, to renewals not exceeding in the aggregate twenty-five (25) years; that upon the termination of said right herein granted there shall be a fair valuation of the plant and property of said Grantee, to be constructed by virtue of this Ordinance, which shall be and become

the property of the City of Baltimore, at its election on its paying said Grantee said valuation; that said payment is to be at a fair and equitable valuation of the same as property, excluding any value derived from the right or franchise by this Ordinance granted; the said revaluation and valuation hereinbefore provided for to be determined upon by two arbitrators, one to be appointed by the Mayor of the City of Baltimore, and the other to be appointed by the said Grantee, its representatives or assigns, who, in case they shall be unable to agree between themselves, shall appoint a third arbitrator and the decision of a majority of said arbitrators shall be final and binding as to a revaluation or valuation aforesaid; provided, that if said two arbitrators shall after a reasonable time, fail to agree upon an umpire, then the Board of Estimates shall appoint such umpire.

Section 5. *And be it further ordained,* that the right and duty are hereby expressly reserved to the Mayor and City Council of Baltimore at all times to exercise in the interest of the public full municipal superintendence, regulation and control in respect to all matters connected with the aforesaid grants and not inconsistent with the terms thereof, and in the event of the said Grantee its successors or assigns, refusing, neglecting or failing to comply with any of the terms or conditions upon which the said franchise and rights are hereby granted, said franchise and rights shall be and become null and void.

Section 6. *And be it further ordained,* that non-compliance at any time or times by the Grantee, its successors or assigns, with any of the terms of the grants hereby made, shall

operate as a forfeiture of the grant hereby made, which shall thereupon be and become void and that nothing short of an ordinance of the Mayor and City Council of Baltimore shall operate as a waiver of any forfeiture of the grants hereby made.

SECTION 7. *And be it further ordained,* that the compensation to be paid by The United Railways and Electric Company of Baltimore for the franchises and rights hereby granted shall be the sum of Twenty Dollars($20.00), and all expenses of advertising.

SECTION 8. *And be it further ordained,* that this ordinance shall take effect from the date of its passage.

Approved July 14, 1927.

WM. F. BROENING, *Mayor.*

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No. 89.

An ordinance granting permission to Wm. J. Sebour to erect a metal garage in the rear of his premises 3917 Fernwood Avenue, Highlandtown.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Wm. J. Sebour to erect a metal garage 10 ft. wide and 16 ft. long in the rear of his premises 3917 Fernwood Avenue, Highlandtown; the said garage to be within 5 ft. of a second story open frame porch and to be erected under the supervision of the Bureau of Buildings of Baltimore City

in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved July 14, 1927.

WM. F. BROENING, *Mayor.*

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No. 90.

An ordinance granting permission to John J. Althoff to erect a metal garage in the rear of his premises 2837 Bernard Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to John J. Althoff to erect a metal garage 10 feet wide and 13 feet long in the rear of his premises 2837 Bernard Street; the said garage to be within 3 inches of an open frame shed and within 2 feet of a frame overhang and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved July 14, 1927.

WM. F. BROENING, *Mayor.*

## No. 91.

An ordinance granting permission to Salvatore Ciociola to erect a brick kitchen in the rear of his premises 3740 Gough Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Salvatore Ciociola to erect a brick kitchen 12 ft. wide and 14 ft. long in the rear of his premises 3740 Gough Street; the said building to adjoin the frame second-story bathroom, to cover the entire lot and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved July 14, 1927.

WM. F. BROENING, *Mayor.*

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## No. 92.

An ordinance to adopt and legalize the "Baltimore City Code of 1927," prepared by Charles C. Wallace and Horace E. Flack.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the new City Code, to be designated "Baltimore City Code of 1927," prepared by Charles C. Wallace and Horace E. Flack, intended to embrace the ordi-

nances of the Mayor and City Council of Baltimore, general and permanent in their nature, in force on the 17th day of May, 1927, and compiled in a single volume, be and the same is hereby approved and adopted.

SECTION 2. *And be it further ordained,* That the adoption of said Code shall not be construed as repealing or amending any ordinance or as enacting as new law any matter contained therein. In case of any inconsistency arising through omission or otherwise, between the provisions of any section and the corresponding legislation heretofore enacted, effect shall be given to the latter.

SECTION 3. *And be it further ordained,* That the adoption of said Code shall not affect any act done, or any right accruing or accrued, established or vested, or any suit or proceeding had or commenced in any case before such adoption, nor any offence committed, nor any penalty or forfeiture incurred, nor any suit or prosecution pending at the time of such adoption for any offence committed, or for the recovery of any penalty or forfeiture incurred prior thereto.

SECTION 4. *And be it further ordained,* That this ordinance shall take effect from the date of its approval.

Approved July 14, 1927.

WM. F. BROENING, *Mayor.*

## No. 93.

An ordinance granting permission to Stanley S. Goldstein and Alfred B. Cohen, trading as The Daylight Garage, to install an additional gasoline tank and pump on their premises 4033 Reisterstown Road.

Whereas, Ordinance No. 243 of 1924 prohibits the installation of a gasoline tank and pump within 300 feet of a school; therefore

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Stanley S. Goldstein and Alfred B. Cohen, trading as "The Daylight Garage," to install an additional 550-gallon gasoline tank and pump on their premises 4033 Reisterstown Road; the said tank and pump to be installed under the supervision of the Bureau of Buildings of Baltimore City in accordance with the provisions of Ordinances Nos. 534, approved Dec. 24, 1925, and 644, approved May 3, 1926.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved July 19, 1927.

WM. F. BROENING, *Mayor.*

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## No. 94.

An ordinance granting permission to the Yellow Cab Company to install three gasoline storage tanks, for private use only, on its premises 508 E. Preston Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be

and the same is hereby granted to The Yellow Cab Company to install three 10,000 gallon gasoline storage tanks, for private use only, on its premises 508 E. Preston Street; the said tanks to be installed under the supervision of the Bureau of Buildings of Baltimore City in accordance with the provisions of Ordinances Nos. 534, aproved Dec. 24, 1925, and 644, approved May 3, 1926.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved July 23, 1927.

WM. F. BROENING, *Mayor.*

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No. 95.

An ordinance granting permission to the Baltimore Ice Manufacturing Co. to install a 5-bbl. gasoline tank and pump on its premises 409-15 Aisquith Street.

Whereas, Ordinance No. 243 of 1924 prohibits the installation of a gasoline tank and pump within 300 feet of a school and church; therefore

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to the Baltimore Ice Manufacturing Co. to install a 5-bbl. gasoline tank and pump on its premises 409-15 Aisquith Street; the said tank and pump to be located inside the building line, to be for private use only and to be installed under the supervision of the Bureau of Buildings of Bal-

timore City in accordance with the provisions of Ordinances Nos. 534, approved Dec. 24, 1925, and 644, May 3, 1926.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved July 23, 1927.

WM. F. BROENING, *Mayor.*

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No. 96.

An ordinance repealing Paragraph Two (2) of Section twenty-nine (29) of an ordinance of the Mayor and City Council of Baltimore No. 1145, approved May 16, 1927, and repealing and re-ordaining with amendments Paragraphs Sixty-two (62) and Eighty-four (84) of Section Two (2), Paragraph Fourteen (14) of Section Six (6), Paragraph Nine (9) of Section Seventeen (17) and Paragraphs Three (3), Nineteen (19), Twenty-six (26), Thirty-four (34) and Forty-three (43) of Section Twenty-eight (28), and Paragraphs Ninety-seven (97) and Ninety-eight (98) of Section Twenty-nine (29) and Paragraph Eight (8) of Section Thirty-one (31), of an ordinance of the Mayor and City Council No. 1145, approved May 16, 1927.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* that paragraph two (2) of section twenty-nine (29) of an Ordinance No. 1145 approved May 16, 1927 be and the same is hereby repealed and that Paragraphs sixty-two (62) and eighty-four (84) of Section two (2), paragraphs fourteen (14) of section six (6), paragraph nine (9) of section seventeen (17) and paragraphs three (3), nineteen (19), twenty-six (26), thirty-four (34) and forty-three (43) of section twenty-eight (28), paragraphs ninety-seven (97) and ninety-eight (98)

of section twenty-nine (29) and paragraph eight (8) of section thirty-one (31) of an ordinance of the Mayor and City Council No. 1145 approved May 16, 1927, be and the same are hereby repealed and re-ordained with amendments so as to read as follows:

*Residence.*

Par. 62, Sec. 2. A residence is a one family, two family or three family dwelling.

*Yard.*

Par. 84, Sec. 2. A yard shall be interpreted as the clear, open and unoccupied space, on the same lot with a building which is referred to in the definitions of Front Yard, Rear Yard, or Side Yard. Front Yard. A clear, open and unoccupied space on the same lot with a building and situated between the front line of the building, not including steps and unenclosed porches and the front line of the lot.

Rear Yard. A clear, open and unoccupied space on the same lot with a building and situated between the rear line of the building, not including steps and unenclosed porches and the rear line of the lot.

Side Yard. A clear, open and unoccupied space not less than 3 feet wide on the same lot with a building and situated between the side line of the building and the side line of the lot, and which extends from the front line of the lot or from the front yard to the rear line of the lot or to the rear yard.

Par. 14, Sec. 6. A. The minimum thickness for solid brick exterior bearing walls shall be

12 inches for the uppermost 35 feet of their height or the nearest ties of beams thereto, and shall be increased 4 inches for each successive 35 feet or fraction thereof, measured downward from the top of the wall, except that the walls of one-story buildings now exceeding 15 feet high may be 8 inches thick if buttressed at intervals of not over 20 feet, and that exterior solid brick bearing walls of buildings designed only for residential purposes may be 8 inches thick when not more than 30 feet in height. In cases where such dwellings are hereafter altered to provide for commercial uses of the first floor, nothing in this Code shall be so construed as to require any changes in the existing walls with respect to their thickness.

B. Where walls are stiffened at distances not greater than 12 feet apart by cross walls, or by internal or external returns at least 2 feet deep, such walls may be 12 inches thick for the upper 70 feet and increased 4 inches in thickness for each successive 70 feet or fraction thereof.

Par. 9, Sec. 17, Part 9. A. Multiple Dwellings Class B or C shall have stairways in accordance with Table 11 as above listed.

B. Every building used as a Multiple Dwelling, Class A, shall have stairways and exits in accordance with the requirements of Section 28 of this Code.

Par. 3, Sec. 28. For the purpose of this Section, dwellings are divided into the following classes (1) one-family dwellings; (2) two-family dwellings; (3) three-family dwellings; (4) multiple dwellings.

(1) A one-family dwelling is a building occupied by one family.

(2) A two-family dwelling is a building occupied by two families.

(3) A three-family dwelling is a building not more than three stories and basement in height occupied by not more than three families.

(4) A multiple dwelling is a building occupied as a place of residence by more than three families.

Classes of Multiple Dwellings:—Multiple dwellings are divided into three classes, viz: Class A, Class B and Class C.

Class A. Multiple dwellings of Class A are dwellings which are occupied more or less permanently for residence purposes by more than three families, and in which the rooms are occupied in apartments, suites or groups. This class includes tenement houses, flats, apartment houses, bachelor apartments, studio apartments, duplex apartments, kitchenette apartments, and all other dwellings similarly occupied whether specifically enumerated herein or not.

Class B. Multiple dwellings of Class B which are occupied, as a rule transiently, as the more or less temporary abiding place of individuals who are lodged, with or without meals, and in which as a rule the rooms are occupied singly.

This class includes lodging houses, boarding houses, furnished room houses, lodgings, club houses, hospitals, asylums, and all other dwellings similarly occupied, whether specifically enumerated herein or not.

Class C. Multiple dwellings of Class C are hotels, which for the purpose of this section are defined as multiple dwellings in which the public is lodged for hire and in which there are maintained for the use of transients more than fifteen sleeping rooms, a public dining-room and general kitchen.

Par. 19, Sec. 28. Every dwelling hereafter erected shall have a bathroom and set bath or tub or shower, with all necessary supply pipes, waste pipes and sanitary equipment. In multiple dwellings of Class A there shall be such a bathroom in each apartment, suite or group of rooms. In multiple dwellings of Class B and C, except hospitals, there shall be at least one such bathroom for every fifteen occupants. Nothing in this Code shall be so construed as to require two bathrooms in one-family dwellings which may hereafter be occupied by two families, nor to require more than two bathrooms in dwellings which may hereafter be occupied by three families.

Par. 26, Sec. 28. A. Every multiple dwelling of Class A hereafter erected exceeding one story in height, shall have at least one flight of stairs extending from the entrance floor to the roof, and the stairs and public halls herein shall be at least three feet wide in the clear, except that, in the case of detached, pitched roof multiple dwellings, the stairs need extend only to the attic or other higher floor. All stairs shall be constructed with a rise of not more than 7¾ inches and with treads not less than 9½ inches wide, exclusive of the nosing, and not less than three feet long in the clear. Winding stairs shall not be permitted. Every stairway shall have a handrail, and every open

side in hall or stairs shall be protected by a substantial railing or balustrade, about 3 feet high.

B. Non-fire proof stairways and stair halls of multiple dwellings of Class A, hereafter erected, shall have their soffits plastered on heavy metal lath, and all enclosure or partition walls surrounding the stair be similarly plastered.

C. In multiple dwellings hereafter erected which exceed three stories in height, the stair halls shall be constructed of fire-proof material throughout, and shall be enclosed on all sides with walls of brick or other approved fire-proof material. If the building is four stories and basement high, the stairs shall be at least three feet wide in the clear. If higher, the width of stairs in any story shall be increased not less than 2 inches for each story occurring above same in excess of four, provided, however, that no such stair shall be required to be more than four feet eight inches wide. The risers, stringers and treads and railing shall be of metal, concrete, stone or other fire resisting material. Wooden handrails to stairs will be permitted if constructed of hard wood. The floors of all stair halls shall be constructed of metal, concrete or other fire resisting materials, and no wooden flooring or sleepers shall be permitted. All windows in stair halls shall be glazed with wire glass. The doors opening from such stair halls shall be fire-proof and self-closing. There shall be no transom or sash between such stair hall and any other part of the house, unless the same be fixed and constructed of metal and glazed with wire glass.

D. The width of platforms and landing shall, in all cases, be not less than the required width of the stairs in connection with which they occur.

E. Stairways of multiple dwellings, Class B and C, shall be in accordance with Section 17 of this Code.

Par. 34, Sec. 28. A building not a dwelling, if hereafter converted or altered to such use, shall thereupon become subject to all the provisions of this section relative to dwellings hereafter erected. A dwelling of one class, if hereafter altered or converted to another class, shall thereupon become subject to all the provisions of this section relative to such class, except as provided in this paragraph. Any existing building hereafter altered into a multiple dwelling shall have over the whole cellar a self-supporting or suspended ceiling of fireproof material. All pipes shall be below this ceiling and so supported that there will be no need of breaking the ceiling when making repairs. The furnace and ash-rooms shall be entirely enclosed with fire-proof walls with self-closing metal covered doors. Any building hereafter altered into a three-family dwelling shall have exits in accordance with Section 28 of this Code.

Par. 43, Sec. 28. In the event that any violation of this section shall exist in any building covered by the provisions of this section, and such violations shall constitute a nuisance or menace in the judgment of the Commissioner of Health or the Inspector of Buildings, and the owner or occupier shall neglect or fail to remedy the same, the Commissioner of Health, or

the Inspector of Buildings, may proceed to remedy the same, and the necessary expense of so doing, together with an addition of 10 per cent. of the amount of such expense as a penalty may be recovered by the City by suit or action at law against the owner and of such expense and penalty shall be a lien on the property, to the same extent as taxes, and such lien shall relate back to the time of the notice herein directed to be given. Before a proceeding to incur such expense, the Commissioner of Health, or the Inspector of Buildings, shall post a notice on the front of the building, stating that unless such nuisance is abated within the time mentioned, in said notice, the Commissioner of Health or Inspector of Buildings, whichever the case may be, will proceed to abate the same and charge the cost thereof to the owner of the premises. Such notice shall be posted on said premises at least five days before the Commissioner of Health or Inspector of Buildings proceeds to incur expenses, unless the nuisance is of a character requiring immediate action, in which case the time in the notice shall be such as, in the judgment of the Commissioner of Health, or Inspector of Buildings, is reasonable and proper. The Commissioner of Health or Inspector of Buildings, whichever the case may be, shall deliver a copy of said notice to the Bureau of Liens, and the clerk in charge of said bureau shall record or file the same in a book or file open to public inspection.

*Telephones to Fire Headquarters.*

Par. 97, Sec. 29. Every theatre having a seating accommodation for 500 persons or more shall have a direct connection with the headquarters of the general fire-alarm system, or it

shall have fire-alarm the same as used elsewhere.

*Location of Telephone or Fire-Alarm.*

Par. 98, Sec. 29. The location and equipment of such alarm in the building shall be fixed by the Board of Fire Commissioners.

Par. 8, Sec. 31. No building shall be constructed or reconstructed, altered or required, to be used for any of the following purposes, within the limits of Baltimore:

1. The confinement of insane children or adults.
2. The distillation of spirits of turpentine or varnish.
3. The manufacture of cotton wadding, laps or bats.
4. The manufacture of explosives.
5. The refining of petroleum or any of its products.
6. The rendering of fats, lards and like products.
7. A hair factory.
8. A lime kiln.
9. A tannery.
10. A Refinery.
11. An abattoir.
12. A glue factory.
13. The manufacture of roofing materials of chemical composition.
14. Pulverizing charcoal.
15. Stock yards.
16. Poudrette works.
17. Film exchange, and also buildings used for the manufacture or sale of films other than acetate, or slow-burning film.

Unless the construction, alteration and repair thereof exceeding one-quarter of the value of the building be authorized by the Mayor and City Council of Baltimore.

SEC. 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved July 30, 1927.

WM. F. BROENING, *Mayor.*

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No. 97.

An ordinance granting permission to Milton Schwaber to install 4 tanks of 550 gallons each and six pumps at the southwest corner of Fremont Ave. and Presstman St.

Whereas Ordinance 243 of 1924 prohibits the installation of a gasoline tank and pump within 300 feet of a church; therefore

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Milton Schwaber to install 4 tanks of 550 gallons each and six pumps at the southwest corner of Fremont ave. and Presstman st.; the said tanks and pumps to be located inside the building line, and to be installed under the supervision of the Bureau of Buildings of Baltimore City in accordance with the provisions of Ordinances Nos. 534, approved Dec. 24, 1925 and 644, approved May 3, 1926.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved July 30, 1927.

WM. F. BROENING, *Mayor.*

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No. 98.

An ordinance granting permission to The National Engineering Corporation to erect a building on the west side of the Annapolis Boulevard, 200 feet west of Potomac St., Brooklyn, for the purpose of exhibiting moving picture shows and theatrical performances.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to The National Engineering Corporation to erect a one-story irregularly shaped building 30 ft. wide and 90 ft. long on its premises on the west side of the Annapolis Boulevard, 200 feet west of Potomac street, Brooklyn, for the purpose of exhibiting moving picture shows and theatrical performances; the said building to be of concrete tile construction with stucco finish and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved August 2, 1927.

WM. F. BROENING, *Mayor.*

## No. 99.

An ordinance making Dover street, from Sharp street to Howard street, a one-way street for vehicular traffic and prohibiting parking on said street from Sharp street to Howard street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* that Dover street, from Sharp street to Howard street, be and it is hereby declared to be a one-way street for vehicular traffic, said street to be used by said traffic in a westerly direction only.

SECTION 2. *And be it further ordained,* that no wagon, cart, motor vehicle or other vehicle, or horse, mule, or other animal, shall be permitted to stand on said Dover street, from Sharp street to Howard street. Any person violating the provisions of this ordinance shall be subject to a penalty not exceeding Ten Dollars ($10.00) for each and every offense.

SECTION 3. *And be it further ordained,* that this ordinance shall take effect from the date of its passage.

Approved August 3, 1927.

WM. F. BROENING, *Mayor.*

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## NO. 100.

An ordinance to regulate parking on Whittemore and Pine Heights avenue, Violetville.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That no wagon, cart, motor vehicle or other vehicle, or horse, mule

or other animal shall be permitted to stand on the east side of Whittemore avenue (Violetville), south from the Pennsylvania Railroad tracks to McTavish avenue, and the east side of Pine Heights avenue (Violetville), from Wilkens avenue to McTavish avenue. Any person violating the provisions of this ordinance shall be subject to a penalty not exceeding Ten Dollars ($10) for each and every offense.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved August 4, 1927.

WM. F. BROENING, *Mayor.*

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No. 101.

An ordinance authorizing the Mayor to execute and deliver a deed, by which the Mayor and City Council of Baltimore shall grant and release to Mildred Sheppard Legg, the owner of the property now known as 100 Edgevale Road, all of the rights or easements reserved in relation to a drain pipe through said property in the deed from the Roland Park Company to Myra C. Ewing, dated October 18, 1911, and recorded among the land records of Baltimore County in Liber W. P. C. 387, folio 435, etc., said rights or easements being no longer needed for public use.

Whereas, by deed dated October 18, 1911, and recorded among the Land Records of Baltimore County in Liber W. P. C. 387, folio 435, etc., The Roland Park Company granted and conveyed certain property then in Baltimore County, but now in Baltimore City and known as 100 Edgevale Road, to Myra C. Ewing, and expressly reserved the right to

maintain a drain pipe in and through said property, with the right of access to said pipe and the rights incident thereto; and

Whereas, by deed dated June 8, 1922, and recorded among the Land Records of Baltimore City in Liber S. C. L. 3871, folio 98, etc., The Roland Park Roads and Maintenance Corporation and The Roland Park Company, successors to the Roland Park Company, conveyed said rights and easements to the Mayor and City Council of Baltimore; and

Whereas, the title to said property is now vested in Mildred Sheppard Legg, subject to said rights or easements, she having acquired title from Everett R. Morse and wife, by deed dated January 18, 1927, and recorded among the Land Records of Baltimoe City in Liber S. C. L. 4687, folio 510, etc., and

Whereas, by deed dated July 28, 1926, and recorded among the Land Records of Baltimore City in Liber S. C. L. 4620, folio 573, the Mayor and City Council of Baltimore acquired from Everett R. Morse et al., a right of way or easement for sewers and drains in and through said property in place of the easement reserved in the deed from The Roland Park Company to Myra C. Ewing, said last mentioned easement being no longer needed for public use; now, therefore:

Section 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Mayor be, and hereby is, authorized to execute and deliver a deed, by which the Mayor and City Council of Baltimore shall grant and release to Mildred Sheppard Legg, all of the rights or easements reserved in relation to a drain pipe in the deed from The Roland Park Company to Myra C.

Ewing, dated October 18, 1911, and recorded among the Land Records of Baltimore County in Liber W. P. C. 387, folio 435, etc., and which is described as follows:

Beginning for the same at a point on the southwest side of Plover Lane, located 86 feet from the west side of Edgevale Road. Same point being also located at the intersection of said side of Plover Lane and the center line of a six-inch sanitary sewer, which is also the center of the right-of-way which was deeded to the Mayor and City Council of Baltimore by The Roland Park Company and The Roland Park Roads and Maintenance Corporation by deed dated June 8, 1922 and recorded among the Land Records of Baltimore City in Liber S. C. L. 3871, folio 98; and running thence and binding on the center line of said sewer southwesterly 88 feet to intersect the sixth side of an eight-foot right-of-way at a point located four feet, measured at right angles in a southeasterly direction from the fifth line produced in a northeasterly direction of deed to the Mayor and City Council from Everett R. Morse dated July 28, 1926, and recorded among the Land Records of Baltimore City in Liber S. C. L. 4620, folio 573.

SECTION 2. *And be it further ordained,* That no deed or deeds shall pass until they shall have been approved by the City Solicitor.

SECTION 3. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved August 16, 1927.

WM. F. BROENING, *Mayor.*

## No. 102.

An ordinance to condemn, open, widen and grade Clifton Avenue, 65 feet wide, from the southeast side of Chester Road to the northwest side of Talbot Road in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the twenty-fourth day of May, 1927, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn, open, widen and grade Clifton Avenue with a width of 65 feet from the southeast side of Chester Road to the northwest side of Talbot Road the land hereby directed to be condemned for said opening being described as follows:

Beginning for the same at a point on the southeast side of Chester Road, as now laid out 40 feet wide, said point being distant 435 feet more or less southwesterly from the intersection formed by the southeast side of said Chester Road and the northwest side of Talbot Road, as now laid out; the co-ordinates of said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being West 21420.22 feet and North 7250.26 feet; and running thence by a line curving to the left with a 148.40 foot radius the distance of 106.94 feet, which arc is subtended by a chord bearing South 29°-09′-30″ West 104.64 feet; thence South 08°-30′-50″ West 255.99 feet to intersect the northeast side of Clifton Avenue, as now laid out 65 feet wide; thence binding on the northeast side of said Clifton Avenue the two following courses and distances, namely: by a line curving to the left with a 333.58 foot radius the distance of 458.33 feet, which arc is subtended by a chord bearing South 30°-50′-52″ East 423.12 feet and

South 70°-12′-34″ East 414.77 feet to intersect the southwest side of said Talbot Road; thence binding on the southwest side of said Talbot Road South 43°-48′-43″ East 213.38 feet to intersect the West side of Talbot Road, as now laid out thence binding on the West side of said Talbot Road by a line curving to the left with a 1150 foot radius the distance of 13.98 feet, which arc is subtended by a chord bearing South 00°-49′-14.5″ West 13.98 feet; thence northwesterly by a line curving to the left with a 25 foot radius the distance of 25.57 feet, which arc is subtended by a chord bearing North 28°-49′-30.5″ West 24.47 feet; thence North 58°-07′-22″ West 128.51 feet to intersect the southwest side of said Clifton Avenue; thence binding on the southwest side of said Clifton Avenue the two following courses and distances, namely: North 70°-12′-34″ West 466.42 feet and by a line curving to the right with a 398.58 foot radius the distance of 547.64 feet, which arc is subtended by a chord bearing North 30°-50′-52″ West 505.57 feet to intersect a line drawn parallel with and distant 65 feet Northwesterly measured at right angles from the second line of this description; thence reversing said line so drawn and binding thereon North 08°-30′-50″ East 313.66 feet to intersect the Northwest side of Chester Road, as proposed to be opened 50 feet wide; thence binding on the Northwest side of said last mentioned Chester Road North 49°-48′-10″ East 97.49 feet; and thence South 40°-11′-50″ East 50 feet to the place of beginning. The courses in the above description are all referred to the true meridian of the City of Baltimore Topographical Survey Commission. The said Avenue as directed to be condemned being delineated and particularly shown on a plat which was

filed in the Office of the Commissioners for Opening Streets on twenty-fourth day of May in the year 1927, and is now on file in the said Office.

SECTION 2. *And be it further ordained*, That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and opening of said Clifton Avenue and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryand which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved August 16, 1927.

WM. F. BROENING, *Mayor.*

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No. 103.

An ordinance granting permission to Eugene Franz to erect a frame garage in the rear of his premises 27½ Quick Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be

and the same is hereby granted to Eugene Franz to erect a frame garage 10 ft. wide and 20 ft. long in the rear of his premises 27½ Quick avenue; the said garage to be within 10 ft. of a party line on the northwest side, to extend to the rear building line and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved August 17, 1927.

WM. F. BROENING, *Mayor.*

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No. 104.

An ordinance to authorize the Commissioners of Finance to issue the Ten Million Dollars ($10,000,000) Port Development Loan, approved by the voters pursuant to Ordinance No. 380, approved July 6, 1920, (in accordance with Chapter 560 of the Acts of 1920) at the rate of four per centum (4%) interest per annum instead of of five per centum (5%) interest per annum.

Whereas, Chapter 560 of the Acts of 1920 authorized the Mayor and City Council of Baltimore to issue its stock in an amount not exceeding Fifty Million Dollars ($50,000,000) for the purpose of developing, extending and improving the Harbor of Baltimore, and for other purposes as set out in said Act; and

Whereas, Pursuant to Ordinance No. 380, approved July 6, 1920, Ten Million Dollars ($10,000,000) of said loan was submitted to the voters for their approval at the election held

November 2, 1920, and being so submitted was approved; and

Whereas, Said Ordinance as submitted and approved provided for the issuance of said stock in series beginning May 1, 1922 and ending May 1, 1961, at five per centum (5%) payable semi-annually on May 1st and November 1st of each year, all as provided in Section 2 of said Ordinance No. 380; and

Whereas, The Mayor and City Council of Baltimore declares it to be practicable and advisable to change the rate of interest as provided in said Ordinance No. 380 from five per centum (5%) to four per centum (4%) and for the purpose of issuing said stock at four per centum (4%) this ordinance is passed.

Section 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners of Finance in the issuance of Ten Million Dollars ($10,000,000) of the Fifty Million Dollars ($50,000,000) Port Development Loan authorized by Chapter 560 of the Acts of 1920, which Ten Million Dollars ($10,000,000) was submitted to and approved by the voters pursuant to Ordinance No. 380, approved July 6, 1920, shall issue the same at the rate of four per centum (4%) per annum during the respective periods for which the series of the said Ten Million Dollars ($10,000,000) may run instead of at five per centum (5%) per annum as provided in Section 2 of Ordinance No. 380, approved July 6, 1920, and said interest at four per centum (4%) per annum shall be payable semi-annually on the first day of May and the first day of November in each year.

Section 2. *And be it further ordained,* That so much of Section 2 of Ordinance No. 380, ap-

proved July 6, 1920, which provides that the series of said Ten Million Dollar loan shall bear interest at five per centum per annum during the respective periods of said series be and the same is hereby repealed.

SECTION 3. *And be it further ordained,* That this ordinance shall take effect from the date of its approval.

Approved September 20, 1927.

WM. F. BROENING, *Mayor.*

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No. 105.

An ordinance accepting, on the part of the Mayor and City Council of Baltimore, the properties Nos. 101 and 103 North Howard street, and Nos. 113 and 115 West Fayette street, in the City of Baltimore, devised under the will of J. Wilson Leakin, to the Mayor and City Council of Baltimore, and providing for the sale of said property, and investing the proceeds thereof in a public park.

Whereas, by his Last Will and Testament, the late J. Wilson Leakin devised to the Mayor and City Council of Baltimore, the properties No. 101 North Howard Street, No. 103 North Howard Street, No. 113 West Fayette Street and No. 115 West Fayette Street, in the City of Baltimore, with the proviso that five years after his decease the said properties to be sold and the proceeds invested in a public park; now, therefore,

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* that the devise under the Last Will and Testament of J. Wilson

Leakin of the properties No. 101 North Howard Street, No. 103 North Howard Street, No. 113 West Fayette Street and No. 115 West Fayette Street, in the City of Baltimore, State of Maryland, be, and the same is hereby accepted, in accordance with the provision of the Last Will and Testament of J. Wilson Leakin, late of Baltimore City.

SECTION 2. *And be it further ordained,* that the Comptroller of Baltimore City be, and he is hereby authorized to make sale by public auction or private sale of the properties No. 101 North Howard Street, No. 103 North Howard Street, No. 113 West Fayette Street and No. 115 West Fayette Street, in the City of Baltimore, State of Maryland, in accordance with Section 13, of the New Charter of Baltimore City.

SECTION 3. *And be it further ordained,* that the proceeds of said sales shall be turned over by the Comptroller of Baltimore City, to be placed to the credit of the Board of Park Commissioners of Baltimore City, to be used by the said Board of Park Commissioners of Baltimore City for the purchase and acquisition of land for park purposes.

SECTION 4. *And be it further ordained,* that the title to said properties shall be free and unencumbered, except as to such ground rent as they are now liable to, and that the title to said properties shall be approved by the City Solicitor before said property is acquired.

SECTION 5. *And be it further ordained,* that this Ordinance shall take effect from the date of its passage.

Approved September 20, 1927.

WM. F. BROENING, *Mayor.*

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No. 106.

An ordinance providing for the distribution and sale of the volumes containing Article 4, Public Local Laws of Maryland, and the Baltimore City Code of 1927.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That all of the copies of Article 4, Public Local Laws of Maryland, and all of the copies of the Baltimore City Code of 1927, now in the course of issuance, shall be delivered by King Brothers, printers, to the City Librarian, and the latter shall upon receipt of the same cause immediate distribution and sale of said volumes in the manner following:

1 copy of each of said volumes to the following:

The Judges of the Court of Appeals of Maryland.

Each of the Courts of Baltimore City for the use of the Judge presiding in said Court.

Each Police Station House for the use of the Magistrate in said Police Station.

Each of the branches of the Peoples' Court for the use of the Justices of the Peace in said Court.

The Library of the Circuit Court for Baltimore County at Towson, Maryland.

Offices of City Register; City Collector; Chief Engineer; Harbor Engineer; Buildings Engineer; Highways Engineer; Water Engineer; Sewerage Engineer; Mechanical-Electrical Engineer; Engineer of Plans and Surveys and Bureau of Street Cleaning; also Bureau of Liens and Bureau of Audits.
Board of Supervisors of City Charities.
Board of Fire Commissioners.
Board of Park Commissioners.
Board of School Commissioners.
Office of Commissioner of Health.
Appeal Tax Court.
Public Improvement Commission.
Pension Board.
Office of Commissioners for Opening Streets.
Police Commissioner of Baltimore City.
Office of States Attorney of Baltimore City.
Office of State Law Department.
Each member of the City Council.
Office of Warden of the Jail.
Juvenile Court for the use of the Justice of the Peace assigned to said Court.

1 copy of Article 4, Public Local Laws, to each member of the Baltimore City Delegation in the General Assembly of Md. of 1927.

2 copies of each of the volumes to the following:
Maryland State Library at Annapolis.
The Library Company of the Baltimore Bar.
Office of the City Comptroller.

3 copies of each of the volumes to:
Department of Law.

5 copies of each of the volumes to:
The Mayor of Baltimore.
Charles C. Wallace and Horace E. Flack, as Codifiers.

30 copies of each of the volumes to:
Bureau of Legislative Reference for exchange for like volumes with other municipalities, "one copy of each of the volumes to the Central Library and to each of the Branches of the Enoch Pratt Free Library."

SECTION 2. *And be it further ordained,* That the remaining volumes shall be subject to sale by the City Librarian to anyone desiring to purchase the same at and for the price of Five Dollars ($5.00) for each of the volumes, and the City Librarian shall account therefor and pay over all the money received from the sale of said volumes to the City Comptroller. The said City Librarian shall prepare a form of printed notice to the members of the Bar and other persons who may be interested in said volumes, announcing the publication and price thereof.

SECTION 3. *And be it further ordained,* That the City Librarian upon requisition of the heads of the various departments of the City government may supply additional copies of the volumes herein mentioned whenever it shall be deemed necessary for the use of said departments to have additional copies.

SECTION 4. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved September 20, 1927.

WM. F. BROENING, *Mayor.*

## No. 107.

An ordinance to change the name of Hammond Avenue, from Lake Montebello to Belair Road, to Lake Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the name of Hammond avenue, from Lake Montebello to Belair road, be and it is hereby changed to Lake Avenue.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved October 10, 1927.

WM. F. BROENING, *Mayor.*

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## No. 108.

An ordinance granting permission to the Lord Baltimore Hotel Company or Owner of the premises at the northeast corner of Baltimore and Hanover streets to erect on said premises a building with interior bath and toilet rooms which may exceed 175 feet in height but which shall not exceed 300 feet in height and which may be erected without setbacks from the building lines.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore* that permission be and it is hereby granted to the Lord Baltimore Hotel Company or owner of the property and premises situated at the northeast corner of Baltimore and Hanover Streets (said premises having a frontage of 121 feet, more or less, on Baltimore Street, with a depth of 147 feet, more or less, on Hanover Street), to erect and construct upon said premises an eighteen-story

building, for hotel and other purposes and uses, with interior bath and toilet rooms, said building to be surmounted by a tower. The height of said building may exceed 175 feet but shall not exceed 300 feet, and said building may be erected without progressive set backs from the building lines. The said building shall be erected under the supervision of the Bureau of Buildings of Baltimore City, in accordance with the building laws of said City, except as herein provided.

SECTION 2. *And be it further ordained,* that this ordinance shall take effect from the date of its passage.

Approved October 14, 1927.

WM. F. BROENING, *Mayor.*

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No. 109.

An ordinance granting permission to The Motion Picture Guild, Inc., to erect, construct and operate a moving picture theatre at 523 N. Howard Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to The Motion Picture Guild, Inc., to erect, construct and operate a moving picture theatre at 523 N. Howard Street, said building to be constructed under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved October 14, 1927.

WM. F. BROENING, *Mayor.*

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No. 110.

An ordinance granting permission to George W. Hyde to erect upon his premises at 3908 North Charles Street an apartment house which shall house not more than 50 families, which shall be constructed with setbacks and side yards and which shall not exceed 190 feet in height.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* that permission be and the same is hereby granted to George W. Hyde, who owns the premises at 3908 North Charles street, to build and erect upon his said premises a twelve (12) story fireproof apartment house. The said building may be constructed to house more than six (6) families, but not more that (50) families. The building shall set back at least thirty-five (35) feet from the lot or building line on Charles Street, and shall have a side yard of at least twenty (20) feet in width on each side. The building may exceed forty (40) feet in height but shall not exceed one hundred and ninety feet (190) in height and shall be built under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City, except as herein provided.

SECTION 2. *And be it further ordained* that in the construction of the said building the walls

may be built of four-inch brick facing with terra cotta tile backing.

SECTION 3. *And be it further ordained,* that this ordinance shall take effect from the date of its passage.

Approved October 18, 1927.

WM. F. BROENING, *Mayor.*

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No. 111.

An ordinance granting permission to F. E. Millett to enlarge and extend the present frame pantry in the rear of his premises 534 Rossiter Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to F. E. Millett to enlarge and extend the present frame pantry in the rear of his premises 534 Rossiter Avenue; the said pantry, when enlarged and extended, to be 10 feet wide and 10 feet long and to be within 6 feet of a frame garage on the same premises; the said extension to be made under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved October 19, 1927.

WM. F. BROENING, *Mayor.*

## No. 112.

An ordinance granting permission to .The Community Company, Inc., to erect a building on its premises 7 W. Hamiliton Avenue, for the purpose of exhibiting motion pictures, vaudeville and theatrical performances.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to The Community Company, Inc., to erect a building 160 ft. long and 51 ft. wide on its premises 7 W. Hamilton avenue, for the purpose of exhibiting motion pictures, vaudeville and theatrical performances; the said building to be of brick and steel construction, to have entrances on Harford avenue and Hamilton avenue, and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved October 24, 1927.

WM. F. BROENING, *Mayor.*

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## No. 113.

An ordinance to repeal and re-ordain with amendments Section 3, sub-section 1, paragraph "A" of Ordinance No. 553, approved February 1, 1926, entitled "An ordinance to exercise certain powers conferred by the General Assembly of Maryland upon the Mayor and City Council of Baltimore by establishing a general system of pensions and retirements for the benefit of its officers, agents, servants and employees; providing for the inclusion of members of the teachers' retirement

fund, for the inclusion of certain officers and employees, by whatever authority appointed, whose salary or compensation is paid by the Mayor and City Council of Baltimore, and for the exclusion of others so appointed; providing for the creation of a board of trustees to manage and operate the general system of pensions and retirements, to decide who is an employee, to decide whether certain classes of officials and employees shall be admitted to said system, and to control and supervise generally the establishment and maintenance of said system," relating to the membership of the employees' retirement system of the City of Baltimore.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That Section 3, Sub-section 1, Paragraph "A," of Ordinance No. 553, approved February 1, 1926, entitled "An Ordinance to exercise certain powers conferred by the General Assembly of Maryland upon the Mayor and City Council of Baltimore by establishing a general system of pensions and retirements for the benefit of its officers, agents, servants and employees; providing for the inclusion of members of the teachers' retirement fund, for the inclusion of certain officers and employees, by whatever authority appointed, whose salaries or compensation is paid by the Mayor and City Council of Baltimore, and for the exclusion of others so appointed; providing for the creation of a board of trustees to manage and operate the general system of pensions and retirements, to decide who is an employee, to decide whether certain classes of officials and employees shall be admitted to said system, and to control and supervise generally the establishment and maintenance of said system," be and the same is hereby repealed and reordained with amendments to read as follows:

"A"—All persons who become employees and all employees who enter or re-enter the

service of the City of Baltimore after the first day of January, 1926, may become members on their own application and all such employees who shall complete six months of service thereafter shall become members of the Retirement System and shall receive no pension or retirement allowance from any other pension or retirement system supported wholly or in part by the City of Baltimore, nor shall they be required to make contributions to any other pension or retirement system of said city, anything to the contrary notwithstanding; provided, however, that no person who may become an employee in the classified service of the City of Baltimore after the first day of July, 1927, and who shall at the time of becoming such employee have attained the age of fifty-five years shall be eligible for membership in the Employees' Retirement System of the City of Baltimore.

SECTION 2. *And be it further ordained,* that this ordinance shall take effect from the date of its passage.

Approved October 27, 1927.

WM. F. BROENING, *Mayor.*

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No. 114.

An ordinance granting permission to Jos. Lipsky to erect 4 individual garages in the rear of his premises 951 Pennsylvania Avenue.

WHEREAS, Ordinance No. 243 of 1924 prohibits the erection of a public garage within 300 feet of a school; therefore

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Jos. Lipsky to erect 4 individual garages in the rear of his premises 951 Pennsylvania avenue; the said garages to be of brick construction and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City and especially in accordance with the provisions of Sections 2 and 3 of Ordinance No. 825, Oct. 1, 1926.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved October 27, 1927.

WM. F. BROENING, *Mayor.*

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No. 115.

An ordinance granting permission to the Johns Hopkins University and the Johns Hopkins Hospital to use a solid neutral single fused lighting panel board or system in the building now being erected on the east side of Broadway, between Jefferson and Monument streets, and known as the Wilmer Institute.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to the Johns Hopkins University and the John Hopkins Hospital to use a solid neutral single fused lighting panel board or system in the building now being erected on the east side of Broadway, between Jefferson and Monument streets,

and known as the Wilmer Institute; the said lighting system to be installed under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved October 28, 1927.

WM. F. BROENING, *Mayor.*

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No. 116.

An ordinance granting permission to Edw. J. Rosenstein to erect a public garage on the south side of Thirty-ninth street, west of Canterbury road.

Whereas, Ordinance No. 243 of 1924 prohibits the erection of a public garage within 300 feet of a church; therefore

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Edw. J. Rosenstein to erect a public garage approximately 200 ft. long and 106 ft. wide on his premises on the south side of Thirty-ninth street, west of Canterbury road; the said garage to be of colonial brick, stucco and cast stone with steel supports, and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the agreement entered into by Edw. J. Rosenstein and the First Church of Christ, Scientist, on September 12, 1927, and in accordance with

the Buildings Laws of said City, and especially in accordance with the provisions of Sections 2 and 3 of Ordinance No. 825, approved October 1, 1926.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved October 29, 1927.

WM. F. BROENING, *Mayor.*

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No. 117.

An ordinance granting permission to Author J. Hood to erect a metal garage in the rear of his premises 104 S. Gilmor street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Author J. Hood to erect a metal garage 10 ft. wide and 16 ft. long in the rear of his premises 104 S. Gilmor street; the said garage to be within 2 ft. of a frame kitchenette and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved October 29, 1927.

WM. F. BROENING, *Mayor.*

## No. 118.

An ordinance authorizing and directing the exchange between the Mayor and City Council of Baltimore and George B. Jobson and Annie Virginia Jobson, his wife, of certain easements in lots of ground in Baltimore County, owned by the said George B. Jobson and Annie Virginia Jobson.

Whereas, the Mayor and City Council of Baltimore as assignee of the Baltimore County Water and Electric Company is the owner of an easement for the purpose of constructing and laying pipes or conduits, in, along, under and through and across the property owned by the said George B. Jobson and Annie Virginia Jobson, his wife, which right-of-way is of a width of four feet, the center line of the same being located as follows:

Beginning for the said center line of the said right-of-way on the south side of the Frederick Road at a distance of 13 feet westerly from the division fence between the land belonging to the said Jobson and wife and that now or formerly belonging to M. F. Carter; and running thence southeasterly by a line drawn midway between two rows of trees there situate, and continuing the same direction in all 535½ feet to Sanford Avenue, terminating at a point 14 feet easterly from the west side of said Avenue.

And Whereas and by mutual understanding between the said George B. Jobson and Annie Virginia Jobson and the Baltimore County Water and Electric Company, the said Baltimore County Water and Electric Company laid its said conduit or pipes not under the above described right-of-way but under a new right-of-way running through the land owned by the

said George B. Jobson and Annie Virginia Jobson, his wife, and described as follows:

Beginning for the center line of the same on the south side of Frederick Road at a point 7 feet 6 inches westerly from the fence dividing the lands of Arthur W. Robson now George B. Jobson and Annie Virginia Jobson, his wife, and M. F. Carter; and running thence southerly 234 feet to a point distant 9 feet 6 inches west of the said fence, thence still southerly 120 feet to a point distant 13 feet 8 inches west of said fence; thence still southerly 181 feet to the north end of Sanford Avenue to a point 12 feet westerly from said fence, said right-of-way to be four feet wide, and

Whereas, the lot of ground firstly above described through which the Mayor and City Council of Baltimore has an easement, can be exchanged for an easement in the property secondly described to the benefit and advantage of the Mayor and City Council of Baltimore.

Section 1. *Be it ordained by the Mayor and City Council of Baltimore* that the Mayor of Baltimore be and he is hereby authorized and directed:

1. For and in the name of the Mayor and City Council of Baltimore to execute and deliver to George B. Jobson and Annie Virginia Jobson, his wife, a good and sufficient deed of release conveying and releasing to the said George B. Jobson and Annie Virginia Jobson, his wife, the easement in the lot of ground hereinabove firstly described.

2. For and on behalf of the Mayor and City Council of Baltimore to accept from the said

George B. Jobson and Annie Virginia Jobson, his wife, a deed conveying to the said Mayor and City Council of Baltimore, an easement in the lot of ground hereinabove secondly described upon the same terms and conditions as were embodied in the grant of the original right-of-way.

SECTION 2. *And be it further ordained* that no deed shall be either delivered or accepted by the Mayor of Baltimore City, in accordance with the aforegoing provisions of this Ordinance until said deed shall be approved by the City Solicitor.

Approved November 1, 1927.

WM. F. BROENING, *Mayor.*

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No. 119.

An ordinance granting permission to Louis Gold to erect an addition to the public garage on his premises 1509-11-13 E. Baltimore street.

Whereas, Ordinance No. 243 of 1924 prohibits the erection of a public garage within 300 feet of a church; therefore

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Louis Gold to erect an addition to the public garage on his premises 1509-11-13 E. Baltimore street; the said addition to be irregular in shape, to be of brick construction and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws

of said City, and especially in accordance with the provisions of Sections 2 and 3 of Ordinance No. 825, Oct. 1, 1926.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved November 1, 1927.

WM. F. BROENING, *Mayor.*

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No. 120.

An ordinance granting permission to Jos. Hoffman to erect a public garage on his premises 136 Colvin Street.

Whereas, Ordinance No. 243 of 1924 prohibits the erection of a public garage within 300 feet of a church; therefore

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Jos. Hoffman to erect a public garage on his premises 136 Colvin Street; the said garage to be of brick construction and to be erected under the supervision of the Bureau of Buidings of Baltimore City in accordance with the Building Laws of said City, and especially in accordance with the provisions of Sections 2 and 3 of Ordinance No. 825, approved Oct. 1, 1926.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved November 1, 1927.

WM. F. BROENING, *Mayor.*

## No. 121.

An ordinance granting permission to Jos. S. Schoeffield to erect a metal garage in the rear of his premises 105 N. East avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Jos. S. Schoeffield to erect a metal garage 9 ft. wide and 15 ft. 6 in. long in the rear of his premises 105 N. East avenue; the said garage to be within 2 ft. 6 in. of a frame kitchenette and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved November 1, 1927.

WM. F. BROENING, *Mayor.*

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## No. 122.

An ordinance granting permission to Jos. A. Whittington to erect a metal garage in the rear of his premises 260 S. Highland avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Jos. A. Whittington to erect a metal garage 10 ft. wide and 16 ft. long in the rear of his premises 260 S. Highland avenue; the said garage to be within 1½ ft. of a frame shed on one side and 2½ ft. of a frame shed on the other side, the said sheds

being on adjoining lots, and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved November 1, 1927.

WM. F. BROENING, *Mayor.*

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No. 123.

An ordinance granting permission to Chas. J. Zavadil to erect a metal garage in the rear of his premises 709 N. Streeper street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Chas. J. Zavadil to erect a metal garage 9 ft. wide and 15 ft. long in the rear of his premises 709 N. Streeper street; the said garage to be within 3½ ft. of a frame overhang construction on the same premises and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved November 1, 1927.

WM. F. BROENING, *Mayor.*

## No. 124.

An ordinance granting permission to O. S. Anderson to erect a two story double frame building on his premises on the west side of Govane avenue, 375 feet south of Benninghaus road.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to O. S. Anderson to erect a two story double frame building 32 ft. wide and 36 ft. long on his premises on the west side of Govane avenue, 375 feet south of Benninghaus road; the said building to be within 16 ft. of a frame building on the south side and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved November 1, 1927.

WM. F. BROENING, *Mayor.*

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## No. 125.

An ordinance granting permission to E. Fick to erect a metal garage in the rear of his premises 1811 E. Federal street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to E. Fick to erect a metal garage 10 ft. wide and 18 ft. long in the rear of his premises 1811 E. Federal street; the said garage to be within 18 inches

of a frame porch on the same premises and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved November 1, 1927.

WM. F. BROENING, *Mayor.*

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No. 126.

An ordinance granting permission to Isaac Samuels to erect a metal garage in the rear of his premises 2840 Harford avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Isaac Samuels to erect a metal garage 9 ft. wide and 16 ft. long in the rear of his premises 2840 Harford avenue; the said garage to be within 4 ft. of a frame kitchen on the same premises and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved November 1, 1927.

WM. F. BROENING, *Mayor.*

## No. 127.

An ordinance granting permission to Martin J. Rowland to erect a metal garage in the rear of his premises 1624 Holbrook street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Martin J. Rowland to erect a metal garage 9 ft. wide and 15 ft. long in the rear of his premises 1624 Holbrook street; the said garage to be within 5 ft. of an open frame porch on the same premises and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved November 1, 1927.

WM. F. BROENING, *Mayor.*

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## No. 128.

An ordinance granting permission to Myer Kopilnick to install 2 gasoline tanks and pumps on his premises 1627 Presstman street.

Whereas, Ordinance No. 243 of 1924 prohibits the installation of a gasoline tank and pump within 300 feet of a school, orphanage, etc.; therefore

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Myer Kopilnick to install 2 10-bbl. gasoline tanks and

pumps on his premises 1627 Presstman street; the said tanks and pumps to be installed under the supervision of the Bureau of Buildings of Baltimore City in acordance with the provisions of Ordinances Nos. 534, approved Dec. 24, 1925, and 644, approved May 3, 1926.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved November 1, 1927.

WM. F. BROENING, *Mayor.*

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No. 129.

An ordinance granting permission to Chas. Page to erect a metal garage in the rear of his premises 627 Cumberland Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Chas. Page to erect a metal garage 8 feet wide and 15 feet long in the rear of his premises 627 Cumberland Street; the said garage to be within 1 foot of a frame kitchen on the same premises and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved November 1, 1927.

WM. F. BROENING, *Mayor.*

## No. 130.

An ordinance granting permission to W. M. Eareckson to erect an open porch in the rear of his premises 1541 Poplar Grove street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to W. M. Eareckson to erect an open porch 12 ft. long and 10 ft. wide in the rear of his premises 1541 Poplar Grove street; the said porch to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved November 1, 1927.

WM. F. BROENING, *Mayor.*

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## No. 131.

An ordinance granting permission to Harry Gallery to erect a metal garage in the rear of his premises 1414 Hanover street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Harry Gallery to erect a metal garage 17 ft. 3 in. long and 10 ft. wide in the rear of his premises 1414 Hanover street; the said garage to be within 3 ft. 3 in. of a frame kitchen on the same premises and to be erected under the supervision of the

Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved November 1, 1927.

WM. F. BROENING, *Mayor.*

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No. 132.

An ordinance granting permission to Carl L. Schluter to erect a garage in the rear of his premises 1504-06 E. Fort Avenue.

Whereas, Ordinance No. 243 of 1924 prohibits the erection of a garage within 300 feet of a school; therefore

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Carl L. Schluter to erect a garage 27 feet wide and 27 feet long in the rear of his premises 1504-06 E. Fort Avenue; the said garage to be of concrete block or brick construction and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City; and especially in accordance with the provisions of Sections 2 and 3 of Ordinance No. 825, approved Oct. 1, 1926.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved November 1, 1927.

WM. F. BROENING, *Mayor.*

## No. 133.

An ordinance granting permission to Jos. Cicero to erect 5 individual garages on his premises 8 and 10 W. Hughes Street.

Whereas, Ordinance No. 243 of 1924 prohibits the erection of a public garage within 300 feet of a church; therefore

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Jos. Cicero to erect 5 individual garages on his premises 8 and 10 W. Hughes Street; the said garages to be of brick construction and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City, and especially in accordance with the provisions of Sections 2 and 3 of Ordinance No. 825, October 1, 1926.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved November 1, 1927.

WM. F. BROENING, *Mayor.*

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## No. 134.

An ordinance granting permission to Annie Tybuck to erect a metal garage in the rear of her premises 1111 S. Streeper street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Annie Tybuck

to erect a metal garage 10 ft. wide and 14 ft. long in the rear of her premises, 1111 S. Streeper street; the said garage to be within 2 ft. of a frame stable and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved November 1, 1927.

WM. F. BROENING, *Mayor.*

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No. 135.

An ordinance granting permission to Felix Logue to erect a metal garage in the rear of his premises 2317 E. Madison street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Felix Logue to erect a metal garage 10 ft. wide and 16 ft. long in the rear of his premises 2317 E. Madison street; the said garage to be within 1½ ft. of a fireproof overhang structure and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SEC. 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved November 1, 1927.

WM. F. BROENING, *Mayor.*

## No. 136.

An ordinance granting permission to Geo. Fantom to erect a metal garage in the rear of his premises 530 N. Ellwood Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Geo. Fantom to erect a metal garage 10 ft. wide and 14 ft. long in the rear of his premises 530 N. Ellwood Avenue; the said garage to be within 1 ft. of a fireproof shingled kitchenette and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SEC. 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved November 1, 1927.

WM. F. BROENING, *Mayor.*

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## No. 137.

An ordinance granting permission to Mrs. Alice V. Flarrady to erect a metal garage in the rear of her premises 704 N. Port street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Mrs. Alice V. Flarrady to erect a metal garage 9 ft. wide and 15 ft. long in the rear of her premises 704 N. Port street; the said garage to be within 3 ft.

of a frame overhang porch and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SEC. 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved November 1, 1927.

WM. F. BROENING, *Mayor.*

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No. 138.

An ordinance granting permission to Mrs. Assunta D'-Adamio to erect a metal garage in the rear of her premises 2417 Ashland avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Mrs. Assunta D'Adamio to erect a metal garage 9 ft. wide and 17 ft. long in the rear of her premises 2417 Ashland avenue; the said garage to be within 1½ ft. of a frame kitchenette and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SEC. 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved November 1, 1927.

WM. F. BROENING, *Mayor.*

## No. 139.

An ordinance granting permission to Raymond Griffin to erect an individual garage in the rear of his premises 4000 Wilson avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Raymond Griffin to erect an individual metal garage 15 ft. long and 14 ft. wide in the rear of his premises 4000 Wilson avenue; the said garage to be within 4 ft. 6 in. of a frame kitchenette and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SEC. 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved November 1, 1927.

WM. F. BROENING, *Mayor.*

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## No. 140.

An ordinance granting permission to J. Ritchie Wilson or owner, to erect a one-story building on his premises 1623-25-27 Aisquith street, in which to manufacture and assemble individual metal garages.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to J. Ritchie Wilson, or owner, to erect on his premises 1623-25-27 Aisquith street, a one-story concrete block building to be used as a place in which to manufacture and assemble individual metal

garages; the said building to replace the existing frame structure now being used as a wheelwright shop, to be approximately 48 ft. wide and 50 ft. long, to contain a power plant consisting of a ¾ h. p. electric motor, and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That the rear yard area, with a width of 48 ft. 6 in. and a depth of 25 ft., shall be left open.

SECTION 3. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved November 1, 1927.

WM. F. BROENING, *Mayor.*

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No. 141.

An ordinance granting permission to John F. Cole to erect a metal garage in the rear of his premises 1810 N. Mount street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to John F. Cole to erect a metal garage 9 ft. wide and 16 ft. long in the rear of his premises 1810 N. Mount street; the said garage to be within 5 ft. of a frame kitchen and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved November 1, 1927.

WM. F. BROENING, *Mayor.*

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No. 142.

An ordinance granting permission to Solomon C. Katzoff to erect first, second and third-story open frame porches in the rear of his premises 2403 Lakeview avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Solomon C. Katzoff to erect first, second and third-story open frame porches in the rear of his premises 2403 Lakeview avenue; each of said porches to be 6 ft. wide and 12 ft. long and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Buildings Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved November 1, 1927.

WM. F. BROENING, *Mayor.*

## No. 143.

An ordinance granting permission to Chas. W. Robbin to erect a metal garage in the rear of his premises 2010 W. Lanvale Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Chas. W. Robbin to erect a metal garage 10 ft. wide and 14 ft. long in the rear of his premises 2010 W. Lanvale Street; the said garage to be within 4 ft. of an open frame porch and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved November 1, 1927.

WM. F. BROENING, *Mayor.*

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## No. 144.

An ordinance granting permission to E. F. Gallery to erect a metal garage in the rear of his premises 2530 Edmondson avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to E. F. Gallery to erect a metal garage 10 ft. wide and 16 ft. long in the rear of his premises 2530 Edmondson avenue, the said garage to be within 3½ ft. of a frame kitchenette and to be erected under the supervision of the Bureau of Build-

ings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved November 1, 1927.

WM. F. BROENING, *Mayor.*

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No. 145.

An ordinance granting permission to Jos. Hajek to erect a metal garage in the rear of his premises 927 N. Bradford street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Jos. Hajek to erect a metal garage 9 ft. wide and 15 ft. long in the rear of his premises 927 N. Bradford street; the said garage to be within 4 ft. of a fireproof kitchenette and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved November 1, 1927.

WM. F. BROENING, *Mayor.*

## No. 146.

An ordinance granting permission to Frank Katzen to erect a metal garage in the rear of his premises 200 Aisquith street.

Whereas, Ordinance No. 243 of 1924 prohibits the erection of a public garage within 300 feet of a school; therefore

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Frank Katzen to erect a metal garage, to house 3 cars, in the rear of his premises 200 Aisquith street; the said garage to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City, and especially in accordance with the provisions of Sections 2 and 3 of Ordinance No. 825, approved October 1, 1926.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved November 1, 1927.

WM. F. BROENING, *Mayor.*

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## No. 147.

An ordinance granting permission to Josiah Diggs to erect 3 individual garages in the rear of his premises 1932 Madison avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Josiah Diggs

to erect 3 individual garages, each 10 ft. wide and 20 ft. long, in the rear of his premises 1932 Madison avenue; the said garages to be of concrete block construction, to face on Presstman street and, together with the present structures on said premises, to occupy 89% of the lot area, and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved November 1, 1927.

WM. F. BROENING, *Mayor.*

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No. 148.

An ordinance granting permission to J. F. Whitney to erect a private garage in the rear of his premises 3608 Hickory avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to J. F. Whitney to erect a private garage 21 ft. long and 19 ft. wide in the rear of his premises 3608 Hickory avenue; the said garage to be of concrete block construction, to be within 2 ft. of a frame barn on the adjoining premises and to be erected under the supervision of the Bureau of Building of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved November 1, 1927.

WM. F. BROENING, *Mayor.*

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No. 149.

An ordinance granting permission to A. Vinci to erect a garage, for private use only, on his premises 610 Cider alley.

Whereas, Ordinance No. 243 of 1924 prohibits the erection of a public garage within 300 feet of a hospital, school, etc.; therefore

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to A. Vinci to erect a garage, for private use only, 17 ft. wide and 40 ft. long on his premises 610 Cider alley; the said garage to be of brick construction and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City, and especially in accordance with the provisions of Sections 2 and 3 of Ordinance No. 825, approved October 1, 1926.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved November 2, 1927.

WM. F. BROENING, *Mayor.*

## No. 150.

An ordinance providing for the use of the sidewalk, not exceeding 2 feet, on the north side of Hollins street, between Arlington avenue and Schroeder street, for parking purposes on market days.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the sidewalks on the north side of Hollins street, between Arlington avenue and Schroeder street, may be used for parking purposes on market days; provided, however, that not more than 2 feet of said sidewalk may be used for this purpose. Any person violating the provisions of this ordinance shall be subject to a fine of not less than One Dollar ($1.00) nor more than Ten Dollars ($10.00) for each violation.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved November 15, 1927.

WM. F. BROENING, *Mayor.*

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## No. 151.

An ordinance making Gay street, from Colvin street to Madison street, and Ensor street, from Ashland avenue to Colvin street, one-way streets and restricting parking on said streets.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That Gay street, from Colvin street to Madison street, be and it is hereby declared to be a one-way street for vehicular traffic and to be used by such traffic in a northerly direction only.

SECTION 2. *And be it further ordained,* That Ensor street, from Ashland avenue to Colvin street, be and it is hereby declared to be a one-way street for vehicular traffic and to be used by such traffic in a southerly direction only.

SECTION 3. *And be it further ordained,* That no wagon, cart, motor vehicle or other vehicle, or horse, mule or other animal shall be permitted to stand on Gay street, from Colvin street to Madison street, and on Ensor street, from Ashland avenue to Colvin street, for more than two hours, it being the intention of this ordinance to permit parking on both sides of said streets for a period of two hours and no longer on all days, except Sundays. Any person violating the provisions of this ordinance shall be subject to a penalty not exceeding Ten Dollars ($10.00) for each and every offence.

SECTION 4. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved November 15, 1927.

WM. F. BROENING, *Mayor.*

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No. 152.

An ordinance to allocate for the use of the Judges of the Supreme Bench of Baltimore City four parking spaces for automobiles in the space reserved for parking in the center of Saint Paul Street, between Lexington and Fayette Streets.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commis-

sioner of Police be and he is hereby authorized and directed to set aside four spaces for automobiles in the space reserved for parking in the center of Saint Paul Street, between Lexington and Fayette Streets, in Baltimore City, said four spaces to be appropriately marked to designate their reservation for the use of the Judges of the Supreme Bench of Baltimore City.

SECTION 2. *And be it further ordained,* That no automobile other than that of a Judge of the Supreme Bench of Baltimore City shall be permitted to stand in the space so reserved until after 10 A. M., of the morning of any week day, after which time any unused space of those reserved hereunder shall be opened to the use of the general public, subject to all regulations now in force.

SECTION 3. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved November 15, 1927.

WM. F. BROENING, *Mayor.*

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No. 153.

An ordinance granting permission to Mrs. Minnie B. Lewis to erect an additional individual garage in the rear of her premises 1830 Madison avenue.

Whereas, Ordinance No. 243 of 1924 prohibits the erection of a public garage within 300 feet of a church; therefore

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Mrs. Minnie B. Lewis to erect an additional individual garage 11 ft. wide and 20 ft. long in the rear of her premises 1830 Madison avenue; the said garage to be of concrete block construction, to have entrance on Robert street and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City, and especially in accordance with Sections 2 and 3 of Ordinance No. 825, approved Oct. 1, 1926.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved November 18, 1927.

WM. F. BROENING, *Mayor.*

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No. 154.

An ordinance to repeal and reordain with amendments Section 2 of Ordinance No. 99, approved August 3, 1927, entitled "An ordinance making Dover Street, from Sharp Street to Howard Street, a one-way street for vehicular traffic and prohibiting parking on said street from Sharp Street to Howard Street," by authorizing parking on the north side of Dover Street, from Sharp Street to Howard Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That Section 2 of Ordinance No. 99, approved August 3, 1927, entitled "An ordinance making Dover street, from Sharp street to Howard street, a one-way street for vehicular traffic and prohibiting parking on

said street from Sharp street to Howard street,'' be and the same is hereby repealed and reordained with amendments, to read as follows:

2. No wagon, cart, motor vehicle or other vehicle, or horse, mule or other animal, shall be permitted to stand on the south side of Dover street, from Sharp street to Howard street. Any person violating the provisions of this ordinance shall be subject to a penalty not exceeding Ten Dollars ($10.00) for each and every offence.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved November 21, 1927.

WM. F. BROENING, *Mayor.*

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No. 155.

An ordinance making Dorchester Avenue, east of Reisterstown Road, a one-way street for vehicular traffic.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That Dorchester avenue, east of Reisterstown road, be and it is hereby declared to be a one-way street for vehicular traffic and to be used by such traffic in an easterly direction only, and that parking be permitted on the south side only. Any person violating the provisions of this ordinance shall be subject to a penalty not exceeding Ten Dollars ($10.00) for each and every offence.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved November 21, 1927.

WM. F. BROENING, *Mayor.*

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No. 156.

An ordinance granting permission to Jos. Geiger to erect 11 individual garages and to install 4 gasoline tanks and pumps on his premises known as 901 N. Glover street.

Whereas, Ordinance No. 243 of 1924 prohibits the erection of a public garage and the installation of a gasoline tank and pump within 300 feet of a school; therefore

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Jos. Geiger to erect 11 individual garages on his premises known as 901 N. Glover street; the said garages to be of brick construction, each to be approximately 9 ft. wide and 17 ft. long and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City, and especially in accordance with the provisions of Sections 2 and 3 of Ordinance No. 825, approved Oct. 1, 1926.

SECTION 2. *And be it further ordained,* That permission be and the same is hereby granted to the said Jos. Geiger to install 4 500-gallon

gasoline tanks and pumps on his premises known as 901 N. Glover street; the said tanks and pumps to be installed under the supervision of the Bureau of Buildings of Baltimore City in accordance with the provisions of Ordinances Nos. 534, approved Dec. 24, 1925, and 644, approved May 3, 1926.

SECTION 3. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved November 22, 1927.

WM. F. BROENING, *Mayor.*

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No. 157.

An ordinance making Lovegrove alley, from Eager street to Read street, a one-way thoroughfare for vehicular traffic and prohibiting parking on said thoroughfare.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That Lovegrove alley, from Eager street to Read street, be and it is hereby declared to be a one-way thoroughfare for vehicular traffic and to be used by such traffic in a southerly direction only.

SECTION 2. *And be it further ordained,* That no wagon, cart, motor vehicle or other vehicle, or horse, mule or other animal shall be permitted to stand on said Lovegrove alley, from Eager street to Read street. Any person violating the provisions of this ordinance shall be subject to a penalty not exceeding Ten Dollars ($10.00) for each and every offence.

SECTION 3. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved November 28, 1927.

WM. F. BROENING, *Mayor.*

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No. 158.

An ordinance granting permission to The Vilma Amusement Company to erect a building on the premises at the northeast corner of Belair road and Mayfield Avenue, for the purpose of exhibiting motion pictures, vaudeville and theatrical performances.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to The Vilma Amusement Company to erect a building approximately 150 feet long and 65 feet wide on the premises at the northeast corner of Belair road and Mayfield avenue, for the purpose of exhibiting motion pictures, vaudeville and theatrical performances; the said building to be of brick construction and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved November 28, 1927.

WM. F. BROENING, *Mayor.*

## No. 159.

An ordinance granting permission to John A. Widzga to erect 3 individual garages in the rear of his premises 859 Hollins street.

Whereas Ordinance No. 243 of 1924 prohibits the erection of a public garage within 300 feet of a church; therefore

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to John A. Widzga to erect 3 individual garages in the rear of his premises 859 Hollins street; the said garages to be of brick construction with galvanized iron partitions and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City, and especially in accordance with Section 2 of Ordinance No. 825, approved Oct. 1, 1926, which requires public notice and advertisement, together with the approval of the Mayor, before permit can be issued.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved November 28, 1927.

WM. F. BROENING, *Mayor.*

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## No. 160.

An ordinance making Cornell (formerly Little Paca) street, from Paca street to Conway street, a one-way street for vehicular traffic and prohibiting parking on said street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That Cornell (for-

merly Little Paca) street, from Paca street to Conway street, be and it is hereby declared to be a one-way street for vehicular traffic, said street to be used by said traffic in a southerly direction only.

SECTION 2. *And be it further ordained,* That no wagon, cart, motor vehicle or other vehicle, or horse, mule or other animal shall be permitted to stand on said Cornell street. Any person violating the provisions of this ordinance shall be subject to a penalty not exceeding Ten Dollars ($10.00) for each and every offence.

SECTION 3. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved November 30, 1927.

WM. F. BROENING, *Mayor.*

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No. 161.

An Ordinance entitled, An Ordinance to repeal and re-ordain with amendments Ordinance Number 684, approved March 3, 1922 of the Mayor and City Council of Baltimore, said Ordinance as hereby re-ordained being an ordinance to prohibit the sale at public auction of any gold, silver, plated ware, precious stones, watches, clocks or Jewelry, except in certain cases and under certain conditions set forth in said Ordinance; and imposing certain requirements, limitations, duties and regulations on merchants and auctioneers in connection with the conducting of such auction sales.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore* that Ordinance No. 684, approved March 3, 1922, of the Mayor and

City Council, be and it is hereby repealed and re-enacted so that as re-enacted said Ordinance shall provide as follows:

It shall be unlawful for any person or persons or corporation to sell, dispose of, or offer for sale, in the City of Baltimore, at public auction, or cause or permit to be sold, disposed of, or offered for sale, in the City of Baltimore, at public auction, any gold, silver, plated ware, precious stones, watches, clocks or Jewelry, whether the same shall be their own property or whether they sell the same as agents or employees of others; provided, however, that this section shall not apply to judicial sales or sales by executors or administrators, nor to sales by or on behalf of licensed pawnbrokers of unredeemed pledges in manner provided by law, nor to the sale at public auction of the stock on hand of any person or persons or corporation that shall, for the period of one year next preceding such sale, have been continuously in business in the City of Baltimore as a retail or wholesale merchant of gold, silver, plated ware, precious stones, watches, clocks or Jewelry and that shall also have held trader's license for such business during said period; provided, further, that such sale at public auction of the stock on hand of such merchant or merchants shall be held only subject strictly to the following conditions:

(A) It must be held on successive days, Sundays and legal holidays excepted, and shall not continue for more than thirty (30) days in all, and a period of at least three hundred and sixty-five (365) days must have elapsed after the conclusion of any auction sale, conducted either before or after the enactment of this Ordinance

before another auction sale shall be commenced by the same merchant.

(B) It must be held only between the hours of 8 o'clock A. M., and 6 o'clock P. M., and at no time within the hours beginning at 6 o'clock, P. M. and ending at 8 o'clock, A. M.

(C) Such auction sale must be held either at a place at which the merchant so selling his or its goods at auction conducted the jewelry business in Baltimore, for the period of at least ninety (90) days immediately prior to the commencement of said auction sale, or at the regular and usual auction rooms of some duly licensed auctioneer, and at no other place or places.

(D) Not more than fifteen (15) nor less than ten (10) days before commencing any such sale, such merchant must file with the Police Commissioner of Baltimore City a statement setting forth the name and address of the merchant so intending to conduct said sale, the place or places at which for the year next preceding said date of sale such merchant has conducted his or its business, the date or dates on which such merchant secured trader's license for said business, the location of and purpose of the proposed sale, the probable duration thereof, the name and address of the auctioneer who will conduct said sale, and an inventory showing in detail the quality, quantity, kind or grade of the goods, wares and other articles proposed to be sold, and stating that no items or articles belonging to any other person or corporation than said merchant are included in said inventory. Said statement must be subscribed by such merchant, or an officer thereof (if a corporation), and verified by the oath before a Notary Public of the person so subscribing.

(E) At least two (2) days before the commencement of such sale the auctioneer named in the foregoing statement shall file with said Police Commissioner an affidavit subscribed and sworn to by him referring to said statement and setting forth that he has been employed to conduct said sale at the time and place named therein and that he will keep a true record of any and all lots or items sold at said sale, and the prices obtained therefor.

Within ten days after the conclusion of said sale, said auctioneer shall file with said Police Commissioner a report showing all the articles so sold at said auction sale, and the price at which sold, and certifying that no articles were sold which were not included in the foregoing statement, said report to be subscribed by said auctioneer and sworn to by him before a Notary Public.

(F) No items or articles not set forth in the statement and inventory filed by such merchant in accordance with the provisions of sub-section (D) preceding shall be sold or offered for sale at said auction sale, and all articles so sold must be sold as the property of and under the name of the merchant so conducting said sale and during the conduct of said sale a sign or signs must be maintained at the place of said sale plainly visible to persons attending the same, showing the name and address of the merchant whose goods are so being sold at auction.

(G) Except in the case of auction sales conducted at the rooms of some duly licensed auctioneer as set forth in sub-section (C) preceding, during the time when and while such auction sale is being conducted, no business other than the jewelry business which had been

conducted for the period of ninety days immediately prior to the commencement of said auction sale, shall be conducted or engaged in, at and in the place so designated in the statement filed with the Police Commissioner of Baltimore City.

(H) For the purpose of this Ordinance, should any person or persons or corporation erect, construct or install, either temporarily or permanently, any mere partition, shade, blind, or any other similar device which may divide or separate that part of said building so used for the purpose of sale, repair or dealing in gold, silver, plated ware, precious stones, watches, clocks, or jewelry, and so holding a trader's license for such business, from the remaining part of the same building, then said entire premises so divided or separated shall be construed and defined as "place."

SECTION 2. *Be it further ordained* That any person or persons or corporation convicted of a violation of the preceding section shall be fined the sum of Ten Dollars ($10) for the first offense and Twenty Dollars ($20) for every subsequent offense. Each separate sale, at public auction, of an article or articles of gold, silver, plated ware, precious stones, watches, clocks, or Jewelry in violation of the preceding section shall constitute a separate offense hereunder.

SECTION 3. *And be it further ordained,* That this Ordinance shall take effect from January first 1928, provided, however, that it shall not apply to or affect any auction sale which shall actually have been begun prior to the approval of this Ordinance; or within Thirty (30) days immediately following such approval, but the

provisions of Ordinance No. 684, approved March 3, 1922, as it existed prior to the amendments hereby made, shall apply in the cases of any and every such auction sale to the same extent as though this Ordinance had not been passed.

Approved December 1, 1927.

WM. F. BROENING, *Mayor.*

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No. 162.

An ordinance granting permission to John H. Robinette to install 4 550 gallon gasoline tanks and pumps at the southwest corner of Hanover and Conway Sts.

Whereas, Ordinance No. 243 of 1924 prohibits the installation of a gasoline tank and pump within 300 feet of a church; therefore

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to John H. Robinette to install 4, 550 gallon gasoline tanks and pumps at the southwest corner of Hanover and Conway sts.; the said tanks and pumps to be installed under the supervision of the Bureau of Buildings of Baltimore City in accordance with the provisions of Ordinances Nos. 534, approved Dec. 24, 1925, and 644, approved May 3, 1926.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved December 1, 1927.

WM. F. BROENING, *Mayor.*

## No. 163.

An ordinance to repeal Ordinance No. 953, approved Jan. 31, 1927, entitled "An ordinance to condemn, open and grade Hamilton avenue, from the southeast side of Belair road southeasterly 248.33 feet more or less, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the 27th day of September, 1926, and now on file in said office."

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That Ordinance No. 953, approved Jan. 31, 1927, entitled "An ordinance to condemn, open and grade Hamilton avenue, from the southeast side of Belair road southeasterly 248.33 feet more or less, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the 27th day of September, 1926, and now on file in said office," be and it is hereby repealed.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved December 1, 1927.

WM. F. BROENING, *Mayor.*

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## No. 164.

An ordinance authorizing the Board of Estimates to sell at public sale, all that lot of ground situate at the southeast corner of Dillon and Fifth Streets, having a width of 100 feet and an even depth of 150 feet, in accordance with Section 13 of the Charter, said lot of ground being no longer needed for public use.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Board of Estimates be and it is hereby authorized to

sell at public sale, in accordance with Section 13 of the Charter, all that lot of ground described as follows that is to say:

Beginning at the southeast corner or intersection of Dillon and Fifth Streets and running thence easterly binding on the south side of Dillon Street one hundred feet; thence southerly parallel to Fifth Street one hundred and fifty feet; thence westerly parallel to Dillon Street one hundred feet to the east side of Fifth Street, and thence northerly binding on the east side of Fifth Street one hundred and fifty feet to the beginning.

Said lot of ground being no longer needed for public use.

The mention of streets, avenues, lanes and alleys in the above description is for the purpose of description only, and the rights of the Mayor and City Council of Baltimore in and to the same are to be specially reserved.

SECTION 2. *And be it further ordained,* That no deed or deeds shall pass in accordance with the above section unless the same shall be approved by the City Solicitor.

Approved December 1, 1927.

WM. F. BROENING, *Mayor.*

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## No. 165.

An ordinance to condemn and close a portion of Gorsuch Avenue, varying in width from a point to 15.36 feet, from the east side of Old York Road, to the northwest side of Tinges Lane, in accordance with a plat thereof filed the Office of the Commissioners for Opening Streets, on the seventh day of June, 1927, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn and close a portion of Gorsuch Avenue, varying in width from a point to 15.36 feet from the east side of Old York Road, to the northwest side of Tinges Lane, the land hereby directed to be condemned for said closing being described as follows:

Beginning for the same at a point on the northeast side of Gorsuch Avenue, said point of beginning being distant 6.10 feet easterly, from the point formed by the intersection of the east side of Old York Road and the north side of Gorsuch Avenue; and running thence binding on the northeast side of Gorsuch Avenue South 67°-46′-00″ East 236.33 feet to intersect the northwest side of Tinges Lane; thence North 63°-28′-00″ West 204.75 feet; and thence South 86°-44′-00″ West 35.67 feet to the place of beginning.

The said avenue as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on seventh day of June in the year 1927, and is now on file in the said Office.

SECTION 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and closing of said avenue, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the

Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved December 1, 1927.

WM. F. BROENING, *Mayor.*

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No. 166.

An ordinance to condemn and open, widen and grade Shirey Avenue, 30 feet wide from the northwest side of Harford Road to a point 701.26 feet more or less northwesterly therefrom in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets on the twenty-second day of July, 1927, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn and open, widen and grade Shirey Avenue with a width of 30 feet from the northwest side of Harford Road to a point 701.26 feet more or less northwesterly therefrom, the land hereby directed to be condemned for said opening being described as follows:

Beginning for the same at a point on the northwest side of Harford Road, as condemned and widened to a width of 80 feet, at the distance of one foot southwesterly from the point

formed by the intersection of the northwest side of said Harford Road and the southwest side of Shirey Avenue, as now laid out 28 feet wide; the co-ordinates of said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being East 13848.22 feet and North 17768.22 feet; and running thence parallel with and distant one foot southwesterly measured at right angles from the southwest side of said Shirey Avenue, as now laid out 28 feet wide, the three following courses and distances, namely: North 56°-34′-55″ West 179.87 feet; thence North 51°-55′-50″ West 321.43 feet; thence North 57°-20′-00″ West 199.96 feet to intersect the northwesternmost outline of the whole tract of which the herein described land is a part; thence binding on said outline North 32°-49′-42″ East 30 feet to intersect a line drawn parallel with and distant 30 feet northeasterly measured at right angles from the third line of this description; thence reversing said line so drawn and binding thereon and along lines drawn parallel with and distant 30 feet northeasterly measured at right angles from the second and first lines, respectively, of this description, the three following courses and distances, namely: South 57°-20′-00″ East 201.29 feet; thence South 51°-55′-50″ East 321.63 feet; thence South 56°-34′-55″ East 178.49 feet to intersect the northwest side of said Harford Road; thence binding on the northwest side of said Harford Road South 33°-07′-01″ West 30 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said avenue as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on twenty-second day of July in the year of 1927, and is now on file in the said Office.

SECTION 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and opening of said avenue, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved December 1, 1927.

WM. F. BROENING, *Mayor.*

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No. 167.

An ordinance granting permission to Fredk. Steiner to erect a metal garage in the rear of his premises 821 N. Collington Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be

and the same is hereby granted to Fredk. Steiner to erect a metal garage 9 ft. wide and 16 ft. long in the rear of his premises 821 N. Collington avenue; the said garage to be within 6 feet of a frame kitchenette and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* that this ordinance shall take effect from the date of its passage.

Approved December 1, 1927.

WM. F. BROENING, *Mayor.*

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No. 168.

An ordinance granting permission to the Crouthamel Garage to install one additional gasoline tank and pump on the premises 1905 Ellamont street.

Whereas, Ordinance No. 243 of 1924 prohibits the installation of a gasoline tank and pump within 300 feet of a church; therefore

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to the Crouthamel Garage to install one additional 550-gallon gasoline tank and pump on the premises 1905 Ellamont street; the said tank and pump to be installed under the supervision of the Bureau of Buildings of Baltimore City in accordance with the provisions of Ordinances Nos. 534, approved Dec. 24, 1925, and 644, approved May 3, 1926.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved December 1, 1927.

WM. F. BROENING, *Mayor.*

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No. 169.

An ordinance to change the name of Greenwood avenue, west of Green Spring avenue, to Ruscombe lane.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the name of Greenwood avenue, west of Green Spring aveune, be and it is hereby changed to Ruscombe lane.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved December 1, 1927.

WM. F. BROENING, *Mayor.*

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No. 170.

An ordinance authorizing the City Comptroller to sell at public sale in accordance with Section 13 of the City Charter, as amended by Chapter 32 of the Acts of 1912, all that lot of ground situate at the north side of Clifton Street, at the distance of 110 feet westerly of Woodbrook Avenue. Said property being no longer needed for public use.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the City Comp-

troller be and is hereby authorized to sell at public sale, in accordance with Section 13 of the City Charter, as amended by Chapter 32 of the Acts of 1912, all that lot of ground situate in the City of Baltimore, State of Maryland, and described as follows:

Beginning for the same on the north side of Clifton Street at a distance of 110 feet westerly from the northwest corner of Woodbrook Avenue (formerly Mary Street) and Clifton Street, and running thence northwardly 150 feet parallel with Woodbrook Avenue (formerly Mary Street), thence westwardly parallel with Clifton Street 40 feet; thence southwardly 150 feet to Clifton Street, and bounding on and with the privilege of using Snap Alley in common to the distance of 61 feet northwardly from the north side of Clifton Street; thence running eastwardly bounding on the north side of Clifton Street 40 feet to the place of beginning.

Said property being no longer needed for public use.

The mention of streets, avenues, lanes and alleys in the above description are for the purpose of description only, and the rights of the Mayor and City Council of Baltimore, in and to the same, are hereby specially reserved.

Section 2. *Be it further ordained,* That no deed or deeds shal pass in accordance with the above Ordinance unless the same shall be approved by the City Solicitor.

Approved December 1, 1927.

WM. F. BROENING, *Mayor.*

## No. 171.

An ordinance authorizing the City Comptroller to sell at public sale, in accordance with Section 13 of the City Charter, all that lot of ground on the southwest side of Old Frederick Road, opposite Palorma Avenue, with a width of 61 feet on the Old Frederick Road, and a depth of 474½ feet to Frederick Avenue; and with a width of 10 feet on Frederick Avenue; and running thence northerly 225 feet; thence northeasterly 50 feet to intersect a line from Old Frederick Road, and reversing said line so drawn thereon 230 feet to the Old Frederick Road. Said property being no longer needed for public use.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the City Comptroller be, and he is hereby authorized to sell at public sale, in accordance with Section 13 of the City Charter, all that lot of ground situate in the City of Baltimore, and described as follows:

Beginning for the same on the northeast side of the Frederick Turnpike Road, at a point distant northwesterly 110 feet from the southernmost corner of the whole lot of ground belonging formerly to William F. Primrose, said beginning being at the westernmost corner of the lot of ground conveyed by the said Primrose to Mrs. O. W. Reese; and running thence northeasterly bounding on said Reese lot, and parallel to the southeasternmost outline of the whole lot aforesaid, 225 feet; thence southeasterly parallel to the Frederick Turnpike Road 50 feet; thence northeasterly parallel to the easternmost outline of said Primrose's whole lot 238 feet, more or less, to the Old Frederick Road; thence northwesterly on the southwest side of Old Frederick Road about 61 feet to intersect a line drawn parallel to the aforesaid southeasternmost outline from a point on the Frederick Turnpike Road 10 feet northwesterly

from the beginning; thence southwesterly reversing said line and binding thereon parallel to the said southeasternmost outline 474½ feet, more or less, to the Frederick Turnpike Road; and thence southeasterly binding on the northeast side of the Frederick Turnpike Road 10 feet to the place of beginning. Said property being no longer needed for public use.

Being formerly known as Branch School No. 66.

Being subject to sub-rent of One Cent if demanded.

The mention of streets, avenues, lanes and alleys in the above description are intended for the purpose of description only, and the rights of the Mayor and City Council of Baltimore in and to the same are to be specially reserved.

SECTION 2. *Be it further ordained,* That upon such sale being made, the Mayor and Commissioners of Finance are authorized to execute a proper deed to the purchaser, to be approved by the City Solicitor.

Approved December 1, 1927.

WM. F. BROENING, *Mayor.*

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No. 172.

An ordinance granting to The United Railways and Electric Company of Baltimore, its successors and assigns, the right to construct, maintain and operate tracks, curves and switches, with the necessary poles, wires and overhead construction, as follows: To construct double track curves around the southwest corner of Lanvale and Gilmor streets, connecting the double tracks on Lanvale Street with the double tracks on Gilmor Street; to construct a single track curve around

the northeast corner of Fairmount Avenue and Patterson Park Avenue, connecting the westbound track on Fairmount Avenue with the northbound track on Patterson Park Avenue; to construct a single track curve around the northeast corner of Argyle Avenue and Dolphin Street, connecting the existing westbound track on Dolphin Street with the existing single track on Argyle Avenue; and to construct a single track curve around the southeast corner of Lanvale Street and Myrtle Avenue connecting the existing single track on Lanvale Street with the existing single track on Myrtle Avenue; and to run on the aforesaid tracks, cars to be propelled by electricity or by the storage system, or by any improved system which may be approved by the Mayor and Highways Engineer.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* that the United Railways and Electric Company of Baltimore, its successors and assigns, be and it is hereby authorized and empowered to lay down, construct and maintain tracks, curves and connecting switches, at the following points, and to run cars and to operate a railway thereon, and also erect and maintain the necessary poles, wires and overhead construction and appurtenances as may be necessary and proper for said tracks, curves and connecting switches, namely: To construct double track curves around the southwest corner of Lanvale and Gilmor Streets, connecting the double tracks on Lanvale Street with the double tracks on Gilmor Street; to construct a single track curve around the northeast corner of Fairmount Avenue and Patterson Park Avenue, connecting the westbound track on Fairmount Avenue with the northbound track on Patterson Park Avenue; to construct a single track curve around the northeast corner of Argyle Avenue and Dolphin Street, connecting the existing westbound track on Dolphin Street with the existing single track on Argyle Avenue; and to construct a single track curve around the southeast corner of Lanvale Street

and Myrtle Avenue connecting the existing single track on Lanvale Street with the existing single track on Myrtle Avenue; and to run on the aforesaid tracks, cars to be propelled by electricity or by the storage system, or by any improved system which may be approved by the Mayor and Highways Engineer.

SECTION 2. *And be it further ordained* that the said railway tracks shall be built and renewed from time to time under the supervision and subject to the approval of the Highways Engineer, and the rails and renewals thereof from time to time shall be of the most improved pattern of girder rails and of a gauge similar to tracks now in use in said city, and to be so constructed and laid down as not to obstruct or impede the free flow of water across said streets, or down the gutters thereof.

SECTION 3. *And be it further ordained,* that The United Railways and Electric Company of Baltimore, its successors and assigns, shall at its own expense in laying down or in relaying down, from time to time, its said railway tracks on said streets, adjust its said tracks to the grade of said streets as the same are now or may hereafter be established by law, and shall at its own expense, keep the space within each of said tracks and for two feet outside of each outer rail of each of said tracks, in thorough repair, and shall, at its own expense, keep the same free from snow or other obstruction, but without obstructing the other portions of said road-bed on either side of said tracks; and shall pay to the City if and so often as said streets or any of them shall be paved or repaved by the Mayor and City Council of Baltimore, its officers or agents, or any other offi-

cers or agents, duly authorized by law, the cost of paving or repaving the spaces between the said tracks and extending for two feet on either side thereof, of whatever material the same may be constructed. The United Railways and Electric Company of Baltimore shall also pay to the City, within thirty days after written notice from the Highways Engineer of the amount due, the cost of relocating, strengthening, or otherwise protecting all sub-surface structures belonging to the Mayor and City Council of Baltimore, located in the street beneath the space between the rails of said tracks and for two feet on either side thereof, and shall pay to the City within thirty days after written notice from the Highways Engineer of the amount due, the cost of relocating any surface structures belonging to the City made necessary by the construction of said tracks; the judgment of the Highways Engineer approved by the Board of Estimates as to the work necessary to safeguard said sub-surface structures and as to the necessity of relocating any surface structures to be final; and the said The United Railways and Electric Company of Baltimore shall also pay to the Mayor and City Council of Baltimore within thirty days after written notice from the Highways Engineer of the amount due, the cost of such additional sewer inlet or inlets with the necessary connecting pipe or pipes as in the judgment of the Highways Engineer are required for the purpose of proper drainage as the result of the construction of said tracks. The said work of relocating surface structures and relocating, strengthening or otherwise protecting sub-surface structures to be done concurrently with the laying of said tracks and before the restoration of the street paving.

SECTION 4. *And be it further ordained,* that the Mayor and City Council of Baltimore shall at all times have and retain the power and right to reasonably regulate, in the public interest, the exercise of the right herein granted and that the said right shall be executed and enjoyed within six (6) months after the grant, as provided by Section 37 of Article 4 of the Code of Public Local Laws of Maryland, entitled "City of Baltimore," sub-title "Charter," and the right herein granted shall be held, exercised and enjoyed for the period of twenty-five years and with the further right to said Grantee at a fair revaluation, including in such revaluation the value derived from said right, to renewals not exceeding in the aggregate twenty-five (25) years; that upon the termination of said right herein granted there shall be a fair valuation of the plant and property of said Grantee, to be constructed by virtue of this Ordinance, which shall be and become the property of the City of Baltimore, at its election on its paying said Grantee said valuation; that said payment is to be at a fair and equitable valuation of the same as property, excluding any value derived from the right or franchise by this Ordinance granted; the said revaluation and valuation hereinbefore provided for to be determined upon by two arbitrators, one to be appointed by the Mayor of the City of Baltimore, and the other to be appointed by the said Grantee, its representatives or assigns, who, in case they shall be unable to agree between themselves, shall appoint a third arbitrator and the decision of a majority of said arbitrators shall be final and binding as to a revaluation or valuation as aforesaid; provided, that if said two arbitrators shall after a reasonable time, fail to agree upon an umpire, then the Board of Estimates shall appoint such umpire.

SECTION 5. *And be it further ordained,* that the right and duty are hereby expressly reserved to the Mayor and City Council of Baltimore at all times to exercise in the interest of the public full municipal superintendence, regulation and control in respect to all matters connected with the aforesaid grants and not inconsistent with the terms thereof, and in the event of the said grantee, its successors or assigns, refusing, neglecting or failing to comply with any of the terms or conditions upon which the said franchises and rights are hereby granted, said franchises and rights shall be and become null and void.

SECTION 6. *And be it further ordained* that non-compliance at any time or times by the Grantee, its successors or assigns, with any of the terms of the grants hereby made, shall operate as a forfeiture of the grant hereby made, which shall thereupon be and become void and that nothing short of an ordinance of the Mayor and City Council of Baltimore shall operate as a waiver of any forfeiture of the grants hereby made.

SECTION 7. *And be it further ordained,* that the compensation to be paid by The United Railways and Electric Company of Baltimore for the franchises and rights hereby granted, shall be the sum of Two Hundred and Ninety-nine Dollars and Fifty Cents ($299.50), and all expenses of advertising.

SECTION 8. *And be it further ordained,* that this Ordinance shall take effect from the date of its passage.

Approved December 1, 1927.

WM. F. BROENING, *Mayor.*

## No. 173.

An ordinance authorizing the Board of Estimates to sell at private or public sale, in accordance with Section 13 of the City Charter, as amended by the Acts of 1912, Chapter 32, all that lot of ground lying at the northeast corner of Rosedale street and Belmont avenue, said lot being no longer needed for public use.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Board of Estimates be and it is hereby authorized to sell at public or private sale, in accordance with Section 13 of the Baltimore City Charter, as amended by Chapter 32 of the Acts of 1912, the following described property, that is to say:

Beginning for the same at the intersection of the Northernmost line of Belmont Avenue and the Easternmost line of Rosedale Street; thence running and binding on the Easternmost outline of Rosedale Street 42 feet 5 inches, more or less, to the Northernmost outline of the Old Three Mile Mill Race there situate; thence binding on said line, in a southeasterly direction 60 feet, more or less, to the easternmost outline of said Mill Race; thence binding on said outline in a southwesterly direction 23 feet 3½ inches, more or less, to the northernmost side of Belmont Avenue; thence binding thereon in a westerly direction 46 feet 8½ inches, more or less, to the place of beginning.

Being a portion of the parcel of land known as the Three Mile Mill Race conveyed by the Wenstrom Manufacturing and Light Company to the Mayor and City Council of Baltimore, by deed dated April 2nd, 1907, and recorded in Liber R. O. No. 2325, folio 255, etc.

The mention of Belmont Avenue and Rosedale Street in the above description is for the purpose of description only and the rights of

the Mayor and City Council of Baltimore in and to the same are hereby specially reserved. The said property being no longer needed for public use.

SECTION 2. *And be it further ordained,* That no deed or deeds shall pass in accordance with the above section until the same shall have been approved by the City Solicitor.

Approved December 1, 1927.

WM. F. BROENING, *Mayor.*

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No. 174.

An ordinance to waive the provisions of Ordinance 243 of 1924, which prohibits the sale of gasoline within 300 feet of a motion picture theatre, in so far as said ordinance applies to the premises of the C. & B. Radiator & Welding Works at 3313-19 Greenmount Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the provisions of Ordinance 243 of 1924, which prohibits the sale of gasoline within 300 feet of a motion picture theatre, be and they are hereby waived in so far as said provisions apply to the premises of the C. & B. Radiator & Welding Works at 3313-19 Greenmount Avenue.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved December 1, 1927.

WM. F. BROENING, *Mayor.*

## No. 175.

An ordinance granting permission to Jos. F. Kelly to alter and convert the building on the premises 885 Greenmount avenue, formerly used as a foundry, for use as an automobile showroom and repair shop.

Whereas, Ordinance No. 243 of 1924 prohibits the alteration and conversion of a building for use as an automobile repair shop within 300 feet of a school; therefore

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Jos. F. Kelly to alter and convert the building on the premises 885 Greenmount avenue, formerly used as a foundry, for use as an automobile showroom and repair shop; the said building to be altered and converted under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City, and especially in accordance with the provisions of Section 2 of Ordinance No. 825, approved Oct. 1, 1926, which requires public notice and advertisement, together with the approval of the Mayor, before permit can be issued, provided, however, that the entrance to the building shall be on Eager Street and not on Greenmount Avenue and that no gasoline shall be sold on the premises.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved December 2, 1927.

JAMES J. O'MEARA,
*Acting Mayor.*

## No. 176.

An ordinance repealing an ordinance entitled "An ordinance granting permission to Edw. J. Rosenstein to erect a public garage on the south side of Thirty-ninth Street, west of Canterbury Road."

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That ordinance entitled "An ordinance granting permission to Edw. J. Rosenstein to erect a public garage on the south side of Thirtyninth Street west of Canterbury Road" and approved October 29, 1927, be and the same is hereby repealed.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved December 6, 1927.

HOWARD BRYANT,
*Acting Mayor.*

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## No. 177.

An ordinance to amend Sheet No. 1 of the Area District Map accompanying Ordinance No. 922, approved May 19th, 1923, known as the Zoning Ordinance, by changing from the E Area District to the D Area District certain property lying southeast of the Belair Road and extending from Parkside Drive northeasterly to the rear of the lots which front on the southwesternmost side of Stanwood Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore City* that Sheet No. 1 of the Area District Map accompanying Ordinance No. 922, approved May 19th, 1923 and

known as the Zoning Ordinance, be and the same is hereby amended by changing from the E Area District to the D Area District certain property lying southeasterly of the Belair Road and extending from Parkside Drive northeasterly to the rear of the lots which front on the southwesternmost side of Stanwood Avenue as outlined in red on the plat accompanying this ordinance and made part of this ordinance.

SECTION 2. *And be it further ordained* that upon the passage of this ordinance by the City Council as evidence of the authenticity of the plat which is a part hereof the said plat shall be signed by the President of the City Council upon approval of the ordinance by the Mayor said plat shall be signed by the Mayor of the City of Baltimore.

SECTION 3. *And be it further ordained* that this ordinance and the plat which is a part hereof shall take effect from the date of its passage.

State of Maryland,
City of Baltimore, ss:

By reason of the Mayor's failure to act thereon within the time limit as prescribed in section 23 of the Baltimore City Charter, this ordinance becomes an ordinance of the Mayor and City Council of Baltimore on December 13th, 1927.

WALTER E. BEUCHELT,
*Assistant Secretary.*

No. 178.

## AN ORDINANCE ENTITLED

## "THE ORDINANCE OF ESTIMATES"

## FOR THE YEAR 1928.

Section 1. Be it ordained by the Mayor and City Council of Baltimore, That the following amounts are hereby appropriated for the "Departmental Estimates," "Estimates for New Improvements" and "Estimates for Annual Appropriations" of the Mayor and City Council of Baltimore for the year 1928, as per budget of the Board of Estimates hereunto annexed and made a part hereof:

### LIST No. 1.

"Departmental Estimates."

#### APPEAL TAX COURT.

| | | |
|---|---|---|
| Salaries | $155,550.00 | |
| Stationery and Printing | 3,000.00 | |
| Expenses | 7,275.00 | |
| | | $165,825.00 |

#### BALTIMORE CITY JAIL.

| | | |
|---|---|---|
| Salaries | $77,350.00 | |
| Expenses | 66,850.00 | |
| | | $144,200.00 |

#### BOARD OF FIRE COMMISSIONERS.

| | | |
|---|---|---|
| Salaries | | $2,540,460.00 |
| Expenses: | | |
| Equipment and Repairs | $50,000.00 | |
| Hose | 10,000.00 | |

| | | |
|---|---|---|
| Fuel and Light | 62,000.00 | |
| Fire Alarm Telegraph Dept | 25,000.00 | |
| Pumping Station—Fuel and Oils | 64,000.00 | |
| Fireboats—Fuel and Oils | 20,000.00 | |
| Pipe Line System Repairs | 500.00 | |
| Furniture | 4,000.00 | |
| Accident Insurance | 3,200.00 | |
| Washing | 15,441.60 | |
| Office Expenses | 800.00 | |
| Sundries | 9,000.00 | |
| Storeroom Supplies | 30,000.00 | |
| Overhead and Underground Wires | 17,500.00 | |
| Chassis, Runabouts, etc | 2,500.00 | |
| Pumping Station—Repairs | 4,000.00 | |
| Fireboat Repairs | 8,000.00 | |
| Municipal Heating Line Repairs | 1,500.00 | |
| Gasoline and Motor Oils | 10,000.00 | |
| Fire Alarm Boxes | 10,000.00 | |
| | | 347,441.60 |
| | | $2,887,901.60 |

## BOARD OF PARK COMMISSIONERS.

| | | |
|---|---|---|
| Salaries: | | |
| Office | $11,910.00 | |
| Parks and Squares | 456,879.40 | |
| Engineering | 5,000.00 | |
| Pools | 37,000.00 | |
| Stadium | 20,000.00 | |
| | | $530,789.40 |
| Expenses: | | |
| Office | $2,325.00 | |
| Parks and Squares | 301,600.00 | |
| Engineering | 5,500.00 | |
| Pools | 40,750.00 | |
| Forestry Work | 25,000.00 | |
| Ground Rents | 6,820.12 | |
| Playground Athletic League | 55,000.00 | |
| Stadium | 30,000.00 | |
| | | 466.995.12 |
| | | $997,784.52 |

## BOARD OF POLICE EXAMINERS.

| | | |
|---|---|---|
| Salaries | $5,400.00 | |
| Expenses | 1,500.00 | |
| | | $6,900.00 |

## BOARD OF SCHOOL COMMISSIONERS.

| | | |
|---|---|---|
| Salaries: | | |
| Educational Administration | $87,200.00 | |
| *Bureau of Educational Measurements | 12,450.00 | |
| *Division of Art | 27,680.00 | |
| *Division of Music | 27,320.00 | |
| *Division of Physical Education | 52,100.00 | |
| *Hospital Schools | 8,660.00 | |
| *Elementary Schools | 3,875,160.00 | |
| *Demonstration Schools | 143,330.00 | |
| *Junior High Schools | 1,155,790.00 | |
| *Senior High Schools | 1,081,630.00 | |
| *Vocational Schools | 109,240.00 | |
| Summer Schools | 31,453.50 | |
| *Training Schools | 19,270.00 | |
| Night Schools | 113,905.00 | |
| *Parental Schools | 15,760.00 | |
| School and Home Gardens | 6,750.00 | |
| Business Administration | 48,000.00 | |
| Employees | 652,508.00 | |
| | | $7,468,206.50 |
| Expenses: | | |
| Office Supplies and Furniture—Educational | | $1,000.00 |
| Transportation—Supts. Staff | | 10,000.00 |
| Stationery and Class Room Supplies | | 105,000.00 |
| Free Text Books and Material for Instructing | | 150,000.00 |
| Material and Supplies, Junior High Schools | | 17,000.00 |
| Material and Supplies, Senior High Schools | | 30,000.00 |
| Vocational Supplies | | 18,000.00 |
| Industrial Art Supplies | | 17,500.00 |

*Provision is made in these accounts for increasing salaries of teachers in accordance with the plan of increasing salaries adopted by the Board of School Commissioners and recommendations made by said Board in this budget. These increases are to be used for this specific purpose and no other.

| | | |
|---|---|---|
| Home Economic Supplies | | 7,500.00 |
| Cooking Class Supplies | | 12,000.00 |
| Commercial Class Supplies, Secondary Schools | | 10,000.00 |
| Summer Schools | | 1,500.00 |
| Special Class Supplies | | 7,500.00 |
| Printing Courses of Study | | 2,500.00 |
| Library Books, Secondary Schools | | 5,000.00 |
| Equipment and Materials for Visual Instruction | | 2,500.00 |
| Athletic Supplies | | 2,500.00 |
| Field Day, White and Colored | | 750.00 |
| Public School Orchestra | | 1,500.00 |
| Commencements | | 1,000.00 |
| Attendance Dept., Carfare and Telephone Calls | | 1,000.00 |
| Emergency Items for Principals | | 1,500.00 |
| Supplies for Night Schools and Americanization | | 7,500.00 |
| Supplies for Bureau of Research and Statistics | | 7,000.00 |
| Parental Schools, White | | 5,000.00 |
| Parental Schools, Colored | | 8,000.00 |
| School and Home Gardens | | 1,000.00 |
| Business Office: | | |
| Advertising | $1,200.00 | |
| Office Supplies and Equipment and Furniture | 600.00 | |
| Transportation, Business Managers and Staff | 2,000.00 | |
| Mimeographing Specifications | 100.00 | |
| Carfare, Telephone Calls and General Expenses | 500.00 | |
| Maintenance and operation, Auto Truck | 2,700.00 | |
| | | 7,100.00 |
| Maintenance and Operation of Buildings: | | |
| Light and Power | $78,000.00 | |
| Fuel | 180,000.00 | |
| Engineer's Supplies | 3,000.00 | |
| Janitors' Supplies | 16,000.00 | |
| Cleaning Windows | 1,000.00 | |
| Rent of Telephones (to be spent under supervision of Telephone Supervisor) | 6,500.00 | |
| Playgrounds, Athletic Fields, Planting, etc. | 12,500.00 | |
| | | 297,000.00 |

| | | |
|---|---|---|
| Repairs, Replacements and Transfers: | | |
| Kindergarten Equipment | $400.00 | |
| Furniture and Equipment | 3,000.00 | |
| Vocational Equipment | 1,500.00 | |
| Industrial Arts Equipment | 1,000.00 | |
| Home Economics Equipments | 1,500.00 | |
| Laboratory Equipment | 100.00 | |
| Gymnasium and Playground Equipment | 400.00 | |
| Pianos, Organs and Victrolas | 500.00 | |
| Window Shades | 3,000.00 | |
| Drinking Fountains | 2,000.00 | |
| Portables | 10,000.00 | |
| Commercial Equipment | 500.00 | |
| | | 23,900.00 |
| Repair Shop: | | |
| Supplies and Materials | $5,000.00 | |
| Tools and Equipment | 300.00 | |
| Carfare, Telephone Calls and General Expenses | 300.00 | |
| | | 5,600.00 |
| Miscellaneous Expenses: | | |
| Dept. of Education Bulletins | $3,000.00 | |
| Materials for Printing Forms | 900.00 | |
| Extension courses and extension features | 3,000.00 | |
| Open Air Class Lunches | 8,000.00 | |
| Milk and Pupils' Lunches | 13,000.00 | |
| Lunches for Crippled Children | 2,700.00 | |
| Rent | 7,500.00 | |
| Hauling | 5,000.00 | |
| Conveying Children to and from Schools | 23,000.00 | |
| Postage | 3,000.00 | |
| | | 69,100.00 |
| Repairs to Schools | | 90,000.00 |
| Grading and Surfacing School Yards | | 25,000.00 |
| | | $951,450.00 |
| | | $8,419,656.50 |

## BOARD OF TRUSTEES OF THE EMPLOYEES' RETIREMENT SYSTEM.

| | | |
|---|---|---|
| Salaries | $12,500.00 | |
| Expenses | 7,300.00 | |
| New Equipment | 1,700.00 | |
| | | $21,500.00 |

## BOARD OF ZONING APPEALS.

| | | |
|---|---|---|
| Salaries | $18,300.00 | |
| Expenses | 1,250.00 | |
| | | 19,550.00 |

## BUREAU OF AUDITS.

| | | |
|---|---|---|
| Salaries | $19,000.00 | |
| Stationery and Printing | 400.00 | |
| Expenses | 750.00 | |
| | | 20,150.00 |

## BUREAU OF RECEIPTS.

| | | |
|---|---|---|
| Salaries: | | |
| Administrative and Results Division | $30,200.00 | |
| Controls Division | 23,700.00 | |
| Billing Division | 74,200.00 | |
| Collection Division | 57,500.00 | |
| | | 185,600.00 |
| Expenses: | | |
| Advertising | $1,500.00 | |
| Employees Bond Premium | 3,800.00 | |
| Addressograph Supplies | 2,000.00 | |
| License Tags | 2,800.00 | |
| Carfare and Transportation | 800.00 | |
| Supper for Employees | 5,000.00 | |
| Seasonal Employees | 6,000.00 | |
| Delivery of Tax Notices | 1,500.00 | |
| Stationery and Printing | 6,300.00 | |
| Miscellaneous | 1,605.00 | |
| | | 31,305.00 |
| | | $216,905.00 |

## CENTRAL PURCHASING BUREAU.

| | | |
|---|---|---|
| Salaries | $15,350.00 | |
| Expenses | 2,500.00 | |
| | | $17,850.00 |

## CITY COUNCIL.

| | | |
|---|---|---|
| Salaries | $62,200.00 | |
| Expenses | 8,000.00 | |
| | | $70,200.00 |

## CITY LIBRARIAN.

| | | |
|---|---|---|
| Salaries | $4,900.00 | |
| Expenses | 1,400.00 | |
| | | $6,300.00 |

## CITY REGISTER.

| | | |
|---|---|---|
| Salaries—City Register | $18,950.00 | |
| Salaries—Commissioner of Finance | 500.00 | |
| | | $19,450.00 |
| Advertising Laws | 1,000.00 | |
| Commissioner of Finance Expenses | 6,500.00 | |
| City Register's Expenses | 3,000.00 | |
| | | 10,500.00 |
| | | $29,950.00 |

## CITY SERVICE COMMISSION.

| | | |
|---|---|---|
| Salaries | $17,300.00 | |
| Expenses | 3,350.00 | |
| | | $20,650.00 |

## COMMISSIONER OF HEALTH.

| | | |
|---|---|---|
| Salaries: | | |
| Office | $20,800.00 | |
| Bureau of Vital Statistics | 13,400.00 | |
| Bureau of Sanitation | 59,100.00 | |
| Bureau of Communicable Diseases | 91,550.00 | |
| Bureau of Bacteriology | 28,800.00 | |
| Bureau of Chemistry and Food | 89,200.00 | |
| Bureau of Nurses | 178,900.00 | |
| Bureau of Child Welfare | 48,950.00 | |
| Extension of Health Education and Physical Training in Public Schools | 25,300.00 | |
| Sydenham Hospital | 90,620.00 | |
| | | $646,620.00 |

| | | |
|---|---|---|
| Expenses: | | |
| Disinfectants | $1,500.00 | |
| Antitoxin | 12,000.00 | |
| Vaccine Virus | 2,500.00 | |
| Prevention of Infectious Diseases | 6,000.00 | |
| Nursing Division | 2,500.00 | |
| Tuberculosis Dispensary | 2,000.00 | |
| Morgue and City Burials | 1,000.00 | |
| Dairy Farm Inspection, Expenses and transportation | 13,000.00 | |
| Chemical Laboratory | 3,000.00 | |
| Bacteriological Laboratory | 8,500.00 | |
| Incidentals | 2,500.00 | |
| Care of City Patients | 500.00 | |
| Maintenance of Automobiles | 15,000.00 | |
| Vital Statistics and Index to Birth and Death Records | 2,500.00 | |
| Bureau for the Prevention of Infant Mortality | 12,000.00 | |
| Dental Clinics | 2,500.00 | |
| Extension of Health Education and Physical Training in Public Schools | 500.00 | |
| Robert Garrett Hospital | 2,800.00 | |
| Meat Inspection | 600.00 | |
| Gas Inspection | 300.00 | |
| Westport Centre | 500.00 | |
| Obstetrical Work—Curtis Bay | 1,200.00 | |
| | | 92,900.00 |
| Sydenham Hospital Expenses: | | |
| Miscellaneous | $700.00 | |
| Apparatus and Instruments | 300.00 | |
| Medical and Surgical Supplies | 2,500.00 | |
| Pharmacists' Supplies | 1,000.00 | |
| Laboratory Supplies | 200.00 | |
| Housekeeping Supplies | 3,500.00 | |
| Laundry Supplies | 1,000.00 | |
| Food | 30,000.00 | |
| Maintenance and Repairs of Motor Vehicles | 3,500.00 | |
| Maintenance of Buildings, Machinery and Piping | 2,000.00 | |
| Maintenance of Power House, Coal, etc. | 10,000.00 | |

| | | |
|---|---|---|
| Gas and Electricity Bills | 4,500.00 | |
| Maintenance of X-Ray | 400.00 | |
| | | 59,600.00 |
| | | $799,120.00 |

## COMPTROLLER.

| | | |
|---|---|---|
| Office: | | |
| Salaries | $15,350.00 | |
| Expenses | 6,000.00 | |
| | | 21,350.00 |
| Broadway Pier: | | |
| Salaries | 8,600.00 | |
| Expenses | 5,000.00 | |
| | | 13,600.00 |
| Bureau of Disbursements: | | |
| Salaries | | 32,750.00 |
| Central Payroll Bureau: | | |
| Salaries | 32,250.00 | |
| Expenses | 12,129.60 | |
| | | 44,379.60 |
| Comfort Stations: | | |
| Salaries | 19,592.00 | |
| Expenses | 5,100.00 | |
| | | 24,692.00 |
| Harbor Master: | | |
| Salaries | 13,400.00 | |
| Expenses | 1,600.00 | |
| | | 15,000.00 |
| Municipal Post Office: | | |
| Salaries | 4,200.00 | |
| Expenses | 30,000.00 | |
| | | 34,200.00 |
| Municipal Telephones: | | |
| Salaries | 17,600.00 | |
| Expenses | 59,144.00 | |
| | | 76,744.00 |
| Superintendent of Markets: | | |
| Salaries | 24,550.00 | |
| Expenses | 6,295.00 | |

| | | |
|---|---|---|
| Electric Current for Markets and Market Halls | 11,655.00 | |
| | | 42,500.00 |
| Total Comptroller | | $305,215.60 |

## COURTS.

| | | |
|---|---|---|
| Juvenile Court: | | |
| Salaries | $23,500.00 | |
| Expenses | 2,300.00 | |
| Stationery, etc. | 250.00 | |
| | | $26,050.00 |
| Superior Court Expenses | $24,000.00 | |
| Baltimore City Court Expenses | 30,000.00 | |
| Court of Common Pleas Expenses | 11,000.00 | |
| Criminal Court Expenses | 100,000.00 | |
| Prisoners Aid Association | 3,000.00 | |
| Magistrates | 35,600.00 | |
| | | 203,600.00 |
| Orphans' Court: | | |
| Salaries | $17,524.00 | |
| Expenses | 50.00 | |
| | | 17,574.00 |
| People's Court: | | |
| Salaries | $80,500.00 | |
| Stationery, Printing, etc | 1,500.00 | |
| Expenses | 7,500.00 | |
| | | 89,500.00 |
| Probation Department: | | |
| Salaries | $22,400.00 | |
| Expenses | 500.00 | |
| | | 22,900.00 |
| Supreme Bench: | | |
| Salaries | $148,875.00 | |
| (Salaries for each of the eleven judges of the Supreme Bench of Baltimore City, in the amount of $2,625.00 each being allowed pursuant to Section | | |

| | | |
|---|---|---|
| 31-A, Article 4, of the Constitution of Maryland.) | | |
| Expenses | 1,400.00 | |
| | | 150,275.00 |
| Trust Department | | 350.00 |
| Total Courts | | $510,249.00 |

## DEPARTMENT OF LEGISLATIVE REFERENCE.

| | | |
|---|---|---|
| Salaries | $6,800.00 | |
| Expenses | 700.00 | |
| Stationery, Printing, etc | 200.00 | |
| | | $7,700.00 |

## DEPARTMENT OF PUBLIC WORKS.

| | | |
|---|---|---|
| Chief Engineer: | | |
| Salaries | $19,800.00 | |
| Expenses | 6,000.00 | |
| | | $25,800.00 |
| Bureau of Buildings: | | |
| Salaries: | | |
| Office and Inspection | $152,400.00 | |
| Care of City Hall | 36,900.00 | |
| Care of Court House | 52,900.00 | |
| Care of Annexes | 21,500.00 | |
| Care of Police Headquarters Building | 15,900.00 | |
| Care of Municipal Office Building | 12,200.00 | |
| | | 291,800.00 |
| Expenses: | | |
| Incidentals | $750.00 | |
| Transportation | 10,000.00 | |
| Stationery, printing, etc | 1,000.00 | |
| Repairs to City Hall, Court House, Annexes and Peoples Court | 21,000.00 | |
| Painting Engine Houses | 5,000.00 | |
| Repairs, Police Stations and Fire Dept. | 45,000.00 | |
| Repairs to Health Dept., including Sydenham | 3,000.00 | |
| Repairs, Street Cleaning | 10,000.00 | |
| Repairs to Baltimore City Hospital and Baltimore City Jail | 12,000.00 | |
| Repairs to Markets | 25,000.00 | |

| | | |
|---|---|---|
| Emptying Cesspools | 250.00 | |
| Lighting Municipal Buildings | 13,000.00 | |
| Care City Hall | 5,922.00 | |
| Care Municipal Office Building | 9,000.00 | |
| Care Court House | 5,225.00 | |
| Care People's Court | 3,020.00 | |
| Care Annexes | 3,400.00 | |
| Care Police Headquarters Building | 4,825.00 | |
| | | 177,392.00 |
| | | $469,192.00 |
| Bureau of Harbors: | | |
| Salaries: | | |
| Office | $13,120.00 | |
| Municipal Boats | 28,512.00 | |
| Repairs to Wharves | 2,500.00 | |
| Drawbridges | 13,700.00 | |
| Municipal Radio Station | 4,620.00 | |
| | | $62,452.00 |
| Expenses: | | |
| Incidentals | $1,200.00 | |
| Surveys | 4,500.00 | |
| Dredging | 60,000.00 | |
| Municipal Boats | 75,000.00 | |
| Municipal Radio Station | 1,880.00 | |
| Excursions | 5,000.00 | |
| Repairs to Wharves | 35,000.00 | |
| Drawbridges | 9,300.00 | |
| Broadway Ferry | 35,000.00 | |
| | | 226,880.00 |
| Total | | $289,332.00 |
| Bureau of Highways: | | |
| Salaries: | | |
| Office and Stores | 13,300.00 | |
| Maintenance Division | 62,250.00 | |
| Inspection Division | 19,600.00 | |
| | | $95,150.00 |
| Expenses: | | |
| Repairing Roads and Streets | $1,092,000.00 | |
| Replacing Wornout Paving | 100,000.00 | |

| | | |
|---|---|---|
| Surfacing with Cinders | 20,000.00 | |
| Maintenance Autos and Trucks | 15,300.00 | |
| Maintenance Bridges and Culverts | 80,000.00 | |
| Maintenance Harbor Belt R. R. | 2,250.00 | |
| Maintenance Storage Yards | 6,300.00 | |
| Transportation | 5,400.00 | |
| | | 1,321,250.00 |
| | | $1,416,400.00 |
| Bureau of Mechanical Electrical Service: | | |
| Inspection Division: | | |
| Operating and Maintaining Completed Conduits: | | |
| Salaries | $29,400.00 | |
| Expenses | 20,000.00 | |
| | | 49,400.00 |
| Lighting Division: | | |
| Salaries | $26,500.00 | |
| Gas Lighting and Maintenance | 474,744.00 | |
| Electric Lighting and Maintenance | 859,744.68 | |
| | | 1,360,988.68 |
| | | $1,410,388.68 |
| Bureau of Plans and Surveys: | | |
| Salaries: | | |
| City Plan Division | $12,900.00 | |
| Drafting Division | 96,630.00 | |
| Survey Division | 38,960.00 | |
| Property Location Division | 20,700.00 | |
| | | $169,190.00 |
| Expenses | | 13,850.00 |
| | | $183,040.00 |
| Bureau of Sewers: | | |
| Salaries: | | |
| Sewer Division | $35,800.00 | |
| Sewerage Disposal Plant | 18,500.00 | |
| Sewerage Pumping Station | 25,000.00 | |
| | | $79,300.00 |
| Expenses: | | |
| Maintenance and operation of Sewerage and Drainage System | $210,000.00 | |

| | | |
|---|---|---|
| Relieving Chokages in Sanitary Sewers on order of Health Dept..... | 10,000.00 | |
| Maintenance and Operation of Sewage Pumping Station ..... | 56,000.00 | |
| Maintenance and Operation of Sewage Disposal Plants Other Than Back River. . . . ..... | 6,000.00 | |
| Maintenance and Operation of Back River Disposal Plant..... | 100,000.00 | |
| Maintenance of Autos and Trucks—New Equipment ..... | 15,000.00 | |
| | | 397,000.00 |
| | | $476,300.00 |
| Bureau of Standards: | | |
| Salaries: | | |
| Laboratory. . . . ..... | $13,700.00 | |
| Inspection, Weights and Measures.... | 16,553.00 | |
| | | $30,253.00 |
| Expenses: | | |
| Laboratory. . . . ..... | $5,500.00 | |
| Inspection, Weights and Measures.... | 2,400.00 | |
| | | 7,900.00 |
| | | $38,153.00 |
| Bureau of Street Cleaning: | | |
| Salaries. . . . ..... | | $67,394.00 |
| Incidental Expenses ..... | $2,000.00 | |
| Street Carts and Men..... | 100,000.00 | |
| Sweepers and Scrapers..... | 250,000.00 | |
| Flushing Machines ..... | 20,000.00 | |
| Collection of Garbage and Ashes..... | 400,000.00 | |
| Removal and final disposition of Garbage | 186,710.00 | |
| Tools and Repairs..... | 5,000.00 | |
| Removal of Ashes..... | 20,000.00 | |
| Operating of two Incinerators..... | 100,000.00 | |
| Market Cleaning ..... | 50,000.00 | |
| Extermination of Mosquitoes..... | 10,000.00 | |
| Contract for Removal of Rubbish..... | 432,000.00 | |

| | | |
|---|---|---|
| Collection, Hauling and Disposing of Waste, Oils and Greases | 3,250.00 | |
| | | 1,578,960.00 |
| | | $1,646,354.00 |
| Bureau of Stores: | | |
| Salaries | $15,200.00 | |
| Expenses | 33,500.00 | |
| | | $48,700.00 |
| Bureau of Transportation: | | |
| Salaries | | $11,200.00 |
| Bureau of Water Supply: | | |
| Salaries: | | |
| Executive Division | $26,100.00 | |
| Accounting Division | 16,900.00 | |
| Filtration Division | 20,800.00 | |
| Mechanical Division | 12,200.00 | |
| Pumping Stations | 33,400.00 | |
| Distribution Division | 93,500.00 | |
| | | $202,900.00 |
| Expenses: | | |
| Labor | $676,300.00 | |
| Operating Expenses | 380,500.00 | |
| Paving | 44,500.00 | |
| Maintenance Expenses | 76,300.00 | |
| Miscellaneous Expenses | 68,750.00 | |
| New Properties | 14,900.00 | |
| General Expenses | 4,100.00 | |
| Stock Material and Supplies | 190,000.00 | |
| | | 1,455,350.00 |
| | | $1,658,250.00 |
| Municipal Employment Bureau: | | |
| Salaries | $3,900.00 | |
| Expenses | 200.00 | |
| | | $4,100.00 |
| Total Department of Public Works | | $7,677,209.68 |

## FREE PUBLIC BATH COMMISSION.

| | | |
|---|---|---|
| Salaries | $88,701.65 | |
| Expenses | 23,085.00 | |
| | | $111,786.65 |

## LAW DEPARTMENT.

| | | |
|---|---|---|
| Salaries | $75,270.00 | |
| Expenses | 7,500.00 | |
| Judgments and Suits | 30,000.00 | |
| | | $112,770.00 |

## MAYORALTY.

| | | |
|---|---|---|
| Salaries | $28,500.00 | |
| Expenses | 12,500.00 | |
| | | $41,000.00 |

## MISCELLANEOUS GENERAL EXPENDITURES.

| | | |
|---|---|---|
| Insurance on City Property | | $60,000.00 |
| Maryland Academy of Science | | 1,500.00 |
| Board of Estimates, of which $50,000 is the Contingent Fund authorized by Section 38 of the Baltimore City Charter and the balance of $100,000 is the amount estimated for expenses to be expended by said Board in the necessary conduct of the Public Business | | 150,000.00 |
| Additional Departmental Funds to the several Departments, Boards, Commissions, Officers and the Agencies of the City Government for Additional and Extraordinary Expenses and to be Expended by said Agencies, subject to the Approval of the Board of Estimates | | 150,000.00 |
| Municipal Band | | 20,000.00 |
| Baltimore Symphony Orchestra | | 27,000.00 |
| Municipal Director of Music | | 2,000.00 |
| Public Athletic League—Children's Playground Association: | | |
| General | $25,000.00 | |
| Schools | 6,000.00 | |
| Summer Playgrounds | 5,000.00 | |
| | | 36,000.00 |

| | | | |
|---|---|---|---|
| Advertising, Preparation, etc., Ordinance of Estimates | | 4,000.00 | |
| Transportation to House of Correction | | 1,000.00 | |
| Special Medical Examinations | | 800.00 | |
| Supervisor of Assessments: | | | |
| Salary | $2,400.00 | | |
| Expenses | 1,500.00 | | |
| | | 3,900.00 | |
| Advertising Advantages of Port | | 10,000.00 | |
| Ground Rent, City Property | | 60,000.00 | |
| Industrial Bureau Board of Trade | | 12,500.00 | |
| Baltimore Museum of Art | | 12,500.00 | |
| Municipal Athletic Games | | 800.00 | |
| Publication of Municipal Journal | | 16,000.00 | |
| Care of War Memorial Building ($6,000.00 of this to be received from State of Maryland as her share) | | 12,000.00 | |
| Export and Import Board of Trade | | 12,500.00 | |
| Roosevelt Park Recreation Centre | | 2,000.00 | |
| Repairs to Rented City Property | | 4,500.00 | |
| Morgan College | | 1,600.00 | |
| Additional Appropriation for Maintenance of War Memorial Building | | 2,500.00 | |
| New Boilers, Installing Same and Reconditioning Iceboat Latrobe | | 250,979.50 | |
| Municipal Office Building Serial 1936-1965 Loan Discount | | 13,904.63 | |
| Expenses incident to Moving Various Departments to New Municipal Building and Reconditioning City Hall for Various Departments, etc., who will occupy same, subject to approval by Board of Estimates | | 50,000.00 | |
| | | | $917,984.13 |

## POLICE DEPARTMENT.

| | | | |
|---|---|---|---|
| Salaries | | | $3,795,361.00 |
| Expenses: | | | |
| Gas and Electric Lighting | | $15,000.00 | |
| Fuel | | 14,000.00 | |
| Stationery and Printing | | 13,000.00 | |
| Arms and Uniform Equipment | | 4,000.00 | |

| | | |
|---|---|---|
| Telephone and Signal System | 12,500.00 | |
| Station House Supplies | 8,000.00 | |
| Rental of Stables, Garages and Sub-Stations | 290.00 | |
| Stable Expenses | 5,000.00 | |
| Meals for Prisoners | 5,000.00 | |
| Rental of Telephones | 14,000.00 | |
| Police Boat Expenses | 8,100.00 | |
| Motor Vehicles and Maintenance | 100,000.00 | |
| Traffic Towers and Devices | 65,750.00 | |
| Expenses, Criminal Investigations | 8,000.00 | |
| Miscellaneous | 16,200.00 | |
| | | 288,840.00 |
| | | $4,084,201.00 |
| Enoch Pratt Free Library | | $304,797.00 |

## STATE'S ATTORNEY.

| | | |
|---|---|---|
| Salaries | $44,530.00 | |
| Expenses | 4,525.00 | |
| | | $49,055.00 |

## SUPERVISORS OF CITY CHARITIES.

| | | |
|---|---|---|
| Salaries: | | |
| Office | $19,200.00 | |
| Dispensary | 7,300.00 | |
| Baltimore City Hospital | 208,290.00 | |
| | | $234,790.00 |
| Expenses: | | |
| Office | $1,540.00 | |
| Stationery, etc. | 200.00 | |
| Care of Insane | 331,250.00 | |
| City Patients in Hospitals | 235,949.00 | |
| Destitute and Neglected Children | 78,600.00 | |
| Dispensary Service | 8,000.00 | |
| Temporary Care of Homeless Men | 2,000.00 | |
| Maryland Workshop for the Blind | 8,000.00 | |
| Transportation of the Poor | 1,500.00 | |
| Reformatories | 185,000.00 | |
| Maryland School for the Blind | 16,000.00 | |
| | | 868,039.00 |

| | | |
|---|---|---|
| Baltimore City Hospitals: | | |
| Provisions | $180,000.00 | |
| Fuel and Light | 35,000.00 | |
| Repairs to Power Plant | 15,000.00 | |
| Clothing and Bedding | 15,000.00 | |
| Drugs and Hospital Supplies | 28,000.00 | |
| Horses and Cows | 3,000.00 | |
| Laboratory Supplies | 3,500.00 | |
| General Expenses | 60,000.00 | |
| | | 339,500.00 |
| | | $1,442,329.00 |

**SUPERVISORS OF ELECTIONS.**

| | | |
|---|---|---|
| Salaries | $42,700.00 | |
| Expenses | 18,980.00 | |
| Judges, Clerks and Room Rent, Primary | 54,027.00 | |
| Expenses—Primary Election | 33,950.00 | |
| Judges and Rent of Rooms, Registration | 70,794.00 | |
| Expenses, Registration | 12,400.00 | |
| Judges, Clerks and Rent of Rooms, General Election | 54,027.00 | |
| Expenses, General Election | 33,950.00 | |
| | | $320,828.00 |

**SUMMARY LIST No. 1.**

| | |
|---|---|
| **Salaries** | **$17,701,158.55** |
| **Expenses** | **12,028,409.13** |
| | **$29,729,567.68** |

## LIST No. 2.

### "Estimates for New Improvements."

**BOARD OF PARK COMMISSIONERS.**

| | | |
|---|---|---|
| Park Extension 5% of Tax | $54,650.00 | |
| Special Land Acquirements | 14,767.51 | |
| General Improvements | 47,997.97 | |
| | | $117,415.48 |

## BOARD OF SCHOOL COMMISSIONERS.

| | | |
|---|---|---|
| Kindergartens | $1,000.00 | |
| Furniture | 10,000.00 | |
| Junior High Schools | 4,500.00 | |
| Senior High Schools | 5,000.00 | |
| Vocational Schools | 8,000.00 | |
| Industrial Art Rooms | 4,000.00 | |
| Home Economics | 2,000.00 | |
| Commercial Rooms | 500.00 | |
| Laboratories | 500.00 | |
| Pianos, Organs and Victrolas | 500.00 | |
| Gymnasiums and Playgrounds | 1,000.00 | |
| Drinking Fountains | 750.00 | |
| Attendance and Census Bureau | 500.00 | |
| Special Class Rooms | 900.00 | |
| Equipment for New Buildings | 350,000.00 | |
| Improvements to School Buildings | 200,000.00 | |
| | | $589,150.00 |

## BUREAU OF RECEIPTS.

| | | |
|---|---|---|
| New Equipment | | $6,170.00 |

## COMMISSIONERS FOR OPENING STREETS.

(To be taken from Second Paving and Bridge Serial 1933-1952 Loan)

| | | |
|---|---|---|
| Salaries | $18,700.00 | |
| Expenses | 1,750.00 | |
| Damages and Miscellaneous Street Openings | 400,000.00 | |
| | | $420,450.00 |

## DEPARTMENT OF PUBLIC WORKS.

Bureau of Buildings:

| | | |
|---|---|---|
| Improvements at Baltimore City Hospital | $10,000.00 | |
| Improvements at City Jail | 18,000.00 | |
| Improvements at Sydenham | 2,000.00 | |
| Changing Steam Plant Bath No. 3 | 3,000.00 | |
| | | $33,000.00 |

Bureau of Highways:

($231,306.35 to be taken from Paving and Bridge Serial 1936-1965 Loan and $1,768,693.65 to be taken from Second Paving and Bridge Serial 1933-1952 Loan.)

| | | |
|---|---|---|
| Bridge and Grade Salaries..... | $8,400.00 | |
| Paving Salaries ..... | 99,600.00 | |
| | | $108,000.00 |
| Expenses: Bridges and Grade Crossings. | $491,600.00 | |
| Paving and Expenses of Paving..... | 1,400,400.00 | |
| | | 1,892,000.00 |
| | | $2,000,000.00 |
| Bureau of Mechanical-Electrical Service: | | |
| (To be taken from Second Conduit Serial 1936-1965 Loan.) | | |
| Conduit Division Salaries..... | $20,500.00 | |
| New Conduits (Labor and Material).. | 467,700.00 | |
| Paving. . . . ..... | 15,000.00 | |
| | | $503,200.00 |
| Bureau of Plans and Surveys: | | |
| (To be taken from Second Paving and Bridge Serial 1933-1952 Loan.) | | |
| Salaries. . . . ..... | $63,100.00 | |
| Expenses. . . . ..... | 1,200.00 | |
| | | $64,300.00 |
| Bureau of Sewers: | | |
| ($349,093.83 to be taken from Second Sewer Serial 1936-1975 Loan, $808.16 from New Sewerage Imp. Loan 1955 and $2,651,-398.01 from Third Sewer Serial 1933-1967 Loan.) | | |
| Salaries. . . . ..... | $181,100.00 | |
| Extension of Sewerage and Draining System. . . . ..... | 2,817,200.00 | |
| Purchase of Rights-of-Way and Private Sewer Systems ..... | 3,000.00 | |
| | | $3,001,300.00 |
| Bureau of Street Cleaning: | | |
| New Equipment. . . . ..... | | 2,500.00 |
| Total Department of Public Works..... | | **$5,604,300.00** |

## MISCELLANEOUS.

| | |
|---|---|
| For purchase and acquisition of ground rents on municipal property or other capital expenditures, subject to approval of Board of Estimates. (To be taken from Mayor and City Council Real Property Account). . . . ..... | $400,000.00 |

| | | |
|---|---|---|
| New Building—Baltimore City Hospital.. | $2,500,000.00 | |
| Police, Fire Engine Houses and Sydenham Buildings. . . . . | 1,500,000.00 | |
| (To be taken from Public Bldgs. Serial 1933-1967 Loan). . . . . | | $4.000,000.00 |
| Public Library (to be taken from Public Library 1933-1967 Loan) . . . . . | | 3,000,000.00 |
| Airport (to be taken from Airport Serial 1933-1967 Loan). . . . . | | 1,500,000.00 |
| | | $8,900,000.00 |

**PORT DEVELOPMENT COMMISSION.**

(To be taken from Harbor Serial 1922-1961 Loan.)

| | | |
|---|---|---|
| Salaries. . . . . | $8,300.00 | |
| Administrative Expenses . . . . . | 1,000.00 | |
| McComas Street Terminal, etc. . . . . | 6,000,000.00 | |
| | | $6,009,300.00 |

**PUBLIC IMPROVEMENT COMMISSION.**

| | | |
|---|---|---|
| Baltimore Polytechnic Institute New Building. . . . . | $1,000,000.00 | |
| Colored Schools . . . . . | 1,800,000.00 | |
| New Schools—generally . . . . . | 7,200,000.00 | |
| (To be taken from Third School Serial 1933-1967 Loan). . . . . | | $10,000,000.00 |
| Water Supply and Distribution (to be taken from Third Water Serial 1933-1967 Loan) . . . . . | | 10,000,000.00 |
| | | $20,000,000.00 |

Total List No. 2. . . . . **$41,646,785.48**

## LIST No. 3.

### "Estimates for Annual Appropriations."

**BOARD OF FIRE COMMISSIONERS.**

| | | |
|---|---|---|
| Fireman's Regular Pensions. . . . . | $145,000.00 | |
| Pensions and Workmen's Compensation for Firemen's Widows . . . . . | 10,957.20 | |
| | | $155,957.20 |

## BOARD OF PARK COMMISSIONERS.

| | | |
|---|---|---|
| Interest on Public Park Improvements 1955 Loan | $40,000.00 | |
| Sinking Fund on Public Park Improvement 1955 Loan | 8,800.00 | |
| | | $48,800.00 |

## BUREAU OF RECEIPTS.

| | |
|---|---|
| Interest on Water Loans | $105,000.00 |

## CITY REGISTER.

| | |
|---|---|
| Interest on Funded Debt | $6,488,118.75 |

## MISCELLANEOUUS ANNUAL APPROPRIATIONS.

| | | |
|---|---|---|
| Maryland Institute | $27,000.00 | |
| Library Co., Baltimore Bar | 3,000.00 | |
| Workmen's Compensation Liabliity Fund | 35,000.00 | |
| Pension Fund for Aged and Disabled Employees (Sect. 36-D, Chapt. 498, Acts of 1916) for pensioners whose compensation has not exceeded $1,000.00 per annum | 88,000.00 | |
| Last payment to Treasurer, Anne Arundel County as per Chapter 82, Acts of 1918 | 20,000.00 | |
| Last payment to Treasurer, Baltimore County as per Chapter 82, Acts of 1918 | 75,000.00 | |
| Interest on Payment to Baltimore County as per above | 40,500.00 | |
| Retirement Fund | 1,035,770.00 | |
| Collection of Stray Dogs | 18,500.00 | |
| Coroners | 9,000.00 | |
| | | $1,351,770.00 |

## SINKING FUNDS.

| | |
|---|---|
| Public Improvement 1940 Loan, Ord. 100, 1892 (.02) | $161,670.22 |
| Four Million 1945 Loan, Ord. 137, 1894 (½c.) | 40,417.55 |
| Annex Imp. 1951 Loan, Ord. 662, 1911 | 29,500.00 |
| Paving 1951 Loan, Ord. 661, 1911 | 59,000.00 |
| Annex Imp. 1954 Loan, Ord. 216, 1905 | 17,500.00 |
| Burnt District Imp. 1954 Loan, Ord. 71, 1904 (.02) | 161,670.22 |

| | | |
|---|---|---|
| Highway Harbor 1955 Loan, Ord. 518, 1914.. | 17,700.00 | |
| Public Park Imp. 1955 Loan, Ord. 228, 1905 (to be taken from Railway Park Tax and provided for in budget of Board of Park Comm.)..... | 8,800.00 | |
| New Engine House 1957 Loan, Ord. 239, 1907..... | 8,800.00 | |
| New School House 1957 Loan, Ord. 240, 1907..... | 8,800.00 | |
| Conduit 1958 Loan, Ord. 142, 1908..... | 7,600.00 | |
| Water 1958 Loan, Ord. 141, 1908..... | 38,000.00 | |
| Burnt District Imp. 1960 Loan, Ord. 391, 1909..... | 7,600.00 | |
| Dock Imp. 1961 Loan, Ord. 557, 1910..... | 15,200.00 | |
| Jones Falls Imp. 1961 Loan, Ord. 555, 1910 | 7,600.00 | |
| School House 1961 Loan, Ord. 556, 1910.... | 11,400.00 | |
| New Sewerage Imp. 1961 Loan, Ord. 653, 1911..... | 76,000.00 | |
| Conduit 1962 Loan, Ord. 162, 1912..... | 15,200.00 | |
| New Sewerage Imp. 1980 Loan, Ord. 227, 1905..... | 37,000.00 | |
| Hospital Serial 1922-1941 Loan, Ord. 382, 1920..... | 30,000.00 | |
| Conduit Serial 1918-1942 Loan, Ord. 178, 1916..... | 36,000.00 | |
| School Serial 1918-1942 Loan, Ord. 177, 1916 | 36,000.00 | |
| General Imp. Serial 1922-1946 Loan, Ord. 379, 1920 ..... | 730,000.00 | |
| Annex Serial, 1918-1947 Loan, Ord. 179, 1916 | 53,000.00 | |
| Second School Serial 1924-1948 Loan, Ord. 748, 1922 ..... | 421,000.00 | |
| Police Station House Serial 1925-1949 Loan, Ord. 12, 1923..... | 27,000.00 | |
| Sewer Serial 1916-1955 Loan, Ord. 517, 1914 | 47,000.00 | |
| Water Serial 1922-1961 Loan, Ord. 381, 1920 | 167,000.00 | |
| Second Water Serial 1925-1964 Loan, Ord. 11, 1923 ..... | 119,000.00 | |
| | | $2,395,457.99 |
| Less Park Improvement 1955 Loan included in budget of Board of Park Commissioners..... | | 8,800.00 |
| | | $2,386,657.99 |
| **Total List No. 3**..... | | **$10,536,303.94** |

**SUMMARY.**

| | |
|---|---|
| **List No. 1** | **$29,729,567.68** |
| **List No. 2** | **41,646,785.48** |
| **List No. 3** | **10,536,303.94** |
| | **$81,912,657.10** |

Sec. 2. And be it further ordained, That changes be and the same are hereby made in the per annum salaries of the following officials and employees, the amount of said changes being included in the items of salaries for the respective departments hereinbefore set forth, namely:

**APPEAL TAX COURT.**

| | | |
|---|---|---|
| Increases: | | |
| 2 Principal Assessment Clerks at $100.00 | | $200.00 |
| 2 Junior Clerks at $100.00 | | 200.00 |
| 3 Junior Clerks at $50.00 | | 150.00 |
| Senior Clerk | | 100.00 |
| Junior Typist | | 100.00 |
| Chief Assessor | | 200.00 |
| 2 Real Property Assessors at $200.00 | | 400.00 |
| 7 Real Property Assessors at $100.00 | | 700.00 |
| 4 Real Property Assessors at $50.00 | | 200.00 |
| Personal Property Assessor | | 500.00 |
| Personal Property Assessor | | 200.00 |
| 3 Personal Property Assessors at $100.00 | | 300.00 |
| 4 Personal Property Assessors at $50.00 | | 200.00 |
| | | $3,450.00 |
| New Position: | | |
| Senior Clerk | | 1,500.00 |
| | | $4,950.00 |
| Decreases: | | |
| Principal Assessment Clerk | $700.00 | |
| Junior Clerk | 400.00 | |
| Junior Typist | 200.00 | |
| Real Property Assessor | 800.00 | |
| Real Property Assessor | 700.00 | |
| Security Assessor | 700.00 | |

| | | |
|---|---|---|
| Security Assessor | 200.00 | |
| Personal Property Assessor | 500.00 | |
| Personal Property Assessor | 300.00 | |
| | | 4,500.00 |
| Positions Abolished: | | |
| Principal Assessment Clerk | $2,100.00 | |
| 6 Junior Draftsmen at $1,300.00 | 7,800.00 | |
| | | 9,900.00 |
| | | $14,400.00 |

## BOARD OF FIRE COMMISSIONERS.

| | |
|---|---|
| Increases: | |
| 26 Firemen at $200.00 | $5,200.00 |
| 19 Firemen at $100.00 | 1,900.00 |
| New Positions: | |
| 20 Firemen at $1,500.00 | 30,000.00 |
| | $37,100.00 |

## BOARD OF PARK COMMISSIONERS.

### Parks and Squares.

| | |
|---|---|
| Positions Abolished: | |
| General Foreman | $1,560.00 |

### Stadium.

| | |
|---|---|
| New Positions: | |
| Carpenter | $1,872.00 |
| Keeper | 1,300.00 |

## BOARD OF TRUSTEES EMPLOYEES RETIREMENT SYSTEM.

| | |
|---|---|
| Increase: | |
| Secretary | $300.00 |

## BUREAU OF RECEIPTS.

### Administrative and Results Division.

| | |
|---|---|
| Increases: | |
| Billing Machine Operator | $100.00 |
| 5 Senior Clerks at $100.00 | 500.00 |

| | |
|---|---|
| 1 Senior Clerk at $200.00 | 200.00 |
| Junior Clerk at $100.00 | 100.00 |
| Decrease: | |
| Senior Clerk at $100.00 | 100.00 |
| Positions Abolished: | |
| Senior Clerk | 1,600.00 |
| Senior Clerk | 1,500.00 |
| Senior Clerk | 1,400.00 |

**Controls Division.**

| | |
|---|---|
| Increases: | |
| Statistical Clerk | 200.00 |
| Senior Clerk | 100.00 |
| New Positions: | |
| 2 Hollerith Operators at $1,000.00 | 2,000.00 |
| Decreases: | |
| Superintendent of Controls | 500.00 |
| Junior Stenographer | 100.00 |

**Billing Division.**

| | |
|---|---|
| Increases: | |
| 4 Senior Clerks at $100.00 | 400.00 |
| 3 Junior Clerks at $100.00 | 300.00 |
| 2 Addressograph Operators at $100.00 | 200.00 |
| New Positions: | |
| 3 Billing Machine Operators at $1,000.00 | 3,000.00 |
| 3 Billing Machine Operators at $900.00 | 2,700.00 |
| 2 Senior Clerks at $1,300.00 | 2,600.00 |
| Junior Clerk | 1,000.00 |
| Junior Clerk | 900.00 |
| 3 Junior Clerks at $800.00 | 2,400.00 |
| Decrease: | |
| Addressograph Operator | 300.00 |
| Positions Abolished: | |
| Senior Clerk | 1,700.00 |
| Senior Clerk | 1,900.00 |
| Junior Clerk | 1,000.00 |
| Junior Clerk | 1,400.00 |
| Senior Clerk | 1,900.00 |
| Senior Clerk | 1,400.00 |

### Collection Division.

| | |
|---|---|
| Increases: | |
| Senior Account Clerk | 100.00 |
| Principal Clerk | 300.00 |
| Senior Clerk | 100.00 |
| Positions Abolished: | |
| 6 Tax Bailiffs at $1,700.00 | 10,200.00 |
| Senior Clerk | 1,700.00 |
| Senior Account Clerk | 1,700.00 |

### CITY COUNCIL.

| | |
|---|---|
| Increases: | |
| President | $2,000.00 |
| Vice-President | 1,500.00 |
| 17 Councilmen at $1,000.00 | 17,000.00 |
| New Position: | |
| Committee Clerk | 1,600.00 |

### CENTRAL PURCHASING BUREAU.

| | |
|---|---|
| Increases: | |
| Purchasing Agent | $2,000.00 |
| Senior Clerk | 200.00 |
| Position Abolished: | |
| Assistant Purchasing Agent | 2,900.00 |

### CITY REGISTER.

| | |
|---|---|
| Increase: | |
| Senior Clerk | $400.00 |

### COMMISSIONER OF HEALTH.

| | |
|---|---|
| Increase: | |
| Director of Bureau of Communicable Diseases | $600.00 |
| 4 Social Investigators at $100.00 | 400.00 |
| Laboratory Assistant | 200.00 |
| Helper | 150.00 |
| Director of Nursing | 100.00 |
| 2 Assistant Directors of Nursing at $100.00 | 200.00 |
| 4 Supervising Nurses at $100.00 | 400.00 |
| New Positions: | |
| Assistant Obstetrician | 500.00 |
| Obstetrical Nurse | 1,400.00 |

## COMPTROLLER.

| | |
|---|---|
| Increase: | |
| Comptroller | $4,000.00 |
| Bureau of Disbursements: | |
| Increases: | |
| Senior Account Clerk | 200.00 |
| Senior Clerk | 100.00 |
| 2 Elliott-Fisher Operators at $100.00 | 200.00 |
| Calculating Machine Operator | 200.00 |
| Junior Clerk | 100.00 |
| New Position: | |
| Appraisal Engineer | 2,700.00 |
| Position Abolished: | |
| Principal Account Clerk | 2,100.00 |

## CENTRAL PAYROLL BUREAU.

| | |
|---|---|
| Increase: | |
| Senior Clerk | $100.00 |
| New Position: | |
| Senior Clerk | 1,300.00 |
| Position Abolished: | |
| Junior Clerk | 1,200.00 |
| Superintendent of Markets: | |
| Increase: | |
| Steam Fireman | 200.00 |
| New Position: | |
| Steam Fireman | 1,200.00 |
| Position Abolished: | |
| Engineer | 1,400.00 |

## COURTS.

| | |
|---|---|
| Juvenile Court: | |
| Increase: | |
| Associate Judge | $900.00 |
| New Positions: | |
| 2 Probation Officers at $1,800.00 | 3,600.00 |
| Stenographer | 1,500.00 |
| Orphans' Court: | |
| Increases: | |
| 3 Judges at $939.00 | $2,817.00 |
| Bailiff | 309.00 |

| | |
|---|---|
| People's Court: | |
| Increases: | |
| 5 Judges at $1,000.00 | 5,000.00 |
| Supreme Bench: | |
| Increase: | |
| 27 Bailiffs at $500.00 | 13,500.00 |
| New Position: | |
| Stenographer | 1,200.00 |
| Magistrates: | |
| 10 Magistrates at $1,000.00 | 10,000.00 |

## DEPARTMENT OF PUBLIC WORKS.

| | |
|---|---|
| Chief Engineer: | |
| Increase: | |
| Chief Engineer | $1,000.00 |
| Position Abolished: | |
| Messenger | 1,400.00 |
| Bureau of Buildings: | |
| Decreases: | |
| Chief of Bureau | 2,500.00 |
| 4 Elevator Inspectors at $100.00 | 400.00 |
| Positions Abolished: | |
| Permit Clerk | 1,600.00 |
| Chief Elevator Inspector | 2,600.00 |
| 2 Janitresses (Annexes) at $600.00 | 1,200.00 |
| Increases: | |
| Junior Clerk | 200.00 |
| Senior Clerk | 200.00 |
| New Positions: | |
| Senior Clerk | 1,400.00 |
| Police Building: | |
| Positions Abolished: | |
| 2 Janitresses at $600.00 | 1,200.00 |
| 3 Elevator Operators at $1,200.00 | 3,600.00 |
| Increases: | |
| Janitor (Annex) | 300.00 |
| Head Janitress (Police Bldg.) | 100.00 |
| Municipal Office Building: | |
| New Positions: | |
| Custodian | 1,500.00 |
| 4 Elevator Operators at $1,200 | 4,800.00 |
| 2 Janitors at $1,100 | 2,200.00 |

| | |
|---|---|
| Head Janitress | 700.00 |
| 5 Janitresses at $600 | 3,000.00 |
| Bureau of Harbors: | |
| Increases: | |
| 3 Captains at $120.00 | 360.00 |
| 3 Marine Engineers at $120.00 | 360.00 |
| 3 Mates at $84.00 | 252.00 |
| New Positions: | |
| Building Inspector | 1,620.00 |
| Laborer | 1,080.00 |
| Laborer | 1,100.00 |
| Chief Radio Operator | 1,620.00 |
| 2 Radio Operators at $1,500.00 | 3,000.00 |
| Positions Abolished: | |
| Senior Clerk | 2,100.00 |
| Watchman | 1,080.00 |
| Watchman | 1,100.00 |
| Bureau of Highways—Office and Stores: | |
| Decrease: | |
| Highways Engineer | 1,000.00 |
| Positions Abolished: | |
| 2 Yard Foremen at $1,200.00 | 2,400.00 |
| Maintenance Division: | |
| Increases: | |
| District Foreman Street Repairs | 200.00 |
| Junior Civil Engineer | 100.00 |
| Positions Abolished: | |
| Asst. Engineer of Highways | 2,000.00 |
| Junior Appraisal Engineer | 2,100.00 |
| Paving Inspector | 1,500.00 |
| Paving Inspector | 1,400.00 |
| Inspection Division: | |
| New Position: | |
| General Foreman of Yards | 2,100.00 |
| Positions Abolished: | |
| District Foreman Street Repairs | 2,000.00 |
| General Inspector | 1,500.00 |
| Senior Stenographer | 1,500.00 |
| (To be taken from Paving and Bridges Serial Loan.) | |
| Increases: | |
| Associate Civil Engineer of Highways | 200.00 |
| Junior Civil Engineer | 100.00 |

| | |
|---|---|
| Engineering Aid | 100.00 |
| Positions Abolished: | |
| Associate Civil Engineer of Highways | 600.00 |
| Principal Account Clerk | 2,600.00 |
| Junior Stenographer | 1,300.00 |
| Decrease: | |
| Junior Draftsman | 100.00 |
| Bureau of Mechanical-Electrical Service: | |
| Conduit Division: | |
| Junior Mechanical Engineer | 2,300.00 |
| Positions Abolished: | |
| 2 Watchmen at $1,100.00 | 2,200.00 |
| Lighting Division: | |
| Increases: | |
| Principal Account Clerk | 100.00 |
| Chief Lighting Inspector | 200.00 |
| New Positions: | |
| Junior Stenographer | 1,300.00 |
| Positions Abolished: | |
| Chief Lighting Inspector | 2,700.00 |
| Senior Clerk | 1,800.00 |
| Electrician | 1,600.00 |
| Chauffeur | 1,300.00 |
| (To be taken from Second Conduit Serial 1936-1965 Loan.) | |
| Increases: | |
| General Conduit Foreman | 100.00 |
| 2 Senior Account Clerks at $100.00 | 200.00 |
| Paving Inspector | 100.00 |
| Senior Stenographer | 100.00 |
| Position Abolished: | |
| Principal Draftsman | 2,300.00 |
| Bureau of Plans and Surveys: | |
| City Plan Division: | |
| Positions Abolished: | |
| City Planning Engineer | 2,700.00 |
| Assistant Engineer | 2,500.00 |
| Assistant Topo. Engineer | 1,900.00 |
| Drafting Division: | |
| Decrease: | |
| Senior Draftsman | 100.00 |

| | |
|---|---|
| Positions Abolished: | |
| 2 Principal Draftsmen at $2,100.00 | 4,200.00 |
| Senior Topo. Draftsman | 1,800.00 |
| Senior Draftsman | 1,800.00 |
| 4 Senior Draftsmen at $1,600.00 | 6,400.00 |
| Senior Draftsman | 1,400.00 |
| 3 Junior Draftsmen at $1,400.00 | 4,200.00 |
| 5 Junior Draftsmen at $1,360.00 | 6,800.00 |
| Survey Division: | |
| Positions Abolished: | |
| Assistant City Surveyor | 2,600.00 |
| Junior Civil Engineer | 1,900.00 |
| To be taken from Paving and Bridge Serial 1936-1965 Loan. | |
| Increases: | |
| Assistant Topo. Engineer | 100.00 |
| Junior Civil Engineer | 100.00 |
| 2 Asst. Topo. Engineers at $200.00 | 400.00 |
| New Positions: | |
| 2 Laborers at $900.00 | 1,800.00 |
| Land Surveyor | 1,900.00 |
| Property Location Division: | |
| New Positions: | |
| Chief | 2,700.00 |
| 2 Principal Draftsmen at $2,100.00 | 4,200.00 |
| Senior Draftsman | 1,800.00 |
| Senior Draftsman | 1,600.00 |
| Senior Draftsman | 1,400.00 |
| 3 Junior Draftsmen at $1,400.00 | 4,200.00 |
| 3 Junior Draftsmen at $1,200.00 | 3,600.00 |
| Junior Stenographer | 1,200.00 |

## BUREAU OF SEWERS.

| | |
|---|---|
| Sewer Division: | |
| Position Abolished: | |
| Sewer Inspector | $1,700.00 |
| Sewerage Pumping Station: | |
| Positions Abolished: | |
| Machinist | 1,900.00 |
| 3 Station. Enginemen at $1,600.00 | 4,800.00 |
| Oiler | 1,400.00 |
| To be taken from Sewer Serial Loans: | |
| New Position: | |
| Junior Appraisal Engineer | 2,100.00 |

| | |
|---|---|
| Decreases: | |
| Junior Chemist | 200.00 |
| Junior Civil Engineer | 100.00 |
| Positions Abolished: | |
| Junior Civil Engineer | 1,400.00 |
| Sewer Inspector | 1,300.00 |
| Junior Civil Engineer | 1,900.00 |

## BUREAU OF STREET CLEANING.

| | |
|---|---|
| New Position: | |
| Supt. Incinerator | $2,500.00 |
| Decrease: | |
| Secretary-Stenographer | 400.00 |
| Position Abolished: | |
| Asst. Engineer of Street Cleaning | 2,100.00 |

## BUREAU OF TRANSPORTATION.

| | |
|---|---|
| Increase: | |
| Chief Dispatcher | $300.00 |
| New Position: | |
| Junior Stenographer | 1,300.00 |
| Decrease: | |
| Head of Bureau | 1,400.00 |
| Positions Abolished: | |
| Secretary-Stenographer | 2,100.00 |
| General Foreman of Yards | 2,100.00 |
| Junior Clerk | 1,000.00 |
| Chauffeur | 1,300.00 |

## BUREAU OF WATER SUPPLY.

| | |
|---|---|
| Executive Division: | |
| New Positions: | |
| Junior Stenographer | $900.00 |
| General Inspector | 1,400.00 |
| Messenger | 1,100.00 |
| Position Abolished: | |
| Secretary-Stenographer | 2,100.00 |
| Accounting Division: | |
| New Position: | |
| Senior Clerk | 1,500.00 |
| Positions Abolished: | |
| Junior Clerk | 1,600.00 |
| Junior Clerk | 1,400.00 |

| | |
|---|---|
| Filtration Division: | |
| Position Abolished: | |
| Mech. Engineer | 3,500.00 |
| Mechanical Division: | |
| New Positions: | |
| Elect. Equip. Foreman | 2,700.00 |
| Eng. Aide | 1,100.00 |
| Pumping Station: | |
| New Position: | |
| Elect. Pump. Operator | 1,600.00 |
| Distribution Division: | |
| New Positions: | |
| Junior Civil Engineer | 1,600.00 |
| 3 Junior Civil Engineers at $1,900.00 | 5,700.00 |
| Senior Clerk | 1,500.00 |
| Junior Stenographer | 1,100.00 |
| 2 Water Meter Readers at $1,500.00 | 3,000.00 |
| 2 Water Meter Readers at $1,400.00 | 2,800.00 |
| 2 Water Meter Readers at $1,300.00 | 2,600.00 |
| Stock Handler | 1,300.00 |
| Stock Handler | 1,200.00 |
| Increases: | |
| Junior Civil Engineer | 100.00 |
| Engineering Aide | 100.00 |
| Positions Abolished: | |
| Assistant Civil Engineer | 2,100.00 |
| Engineer Helper | 1,300.00 |
| 2 Asst. Civil Engineers at $2,600.00 | 5,200.00 |
| 5 Engineering Aides at $1,300.00 | 6,500.00 |
| Senior Clerk | 1,300.00 |
| Decreases: | |
| Principal Clerk | 100.00 |
| Asst. Civil Engineer | 300.00 |

## LAW DEPARTMENT.

| | |
|---|---|
| Increases: | |
| City Solicitor | $4,000.00 |
| Junior Typist | 100.00 |
| Position Abolished: | |
| Secretary Stenographer | 1,900.00 |

## MAYORALTY.

| | |
|---|---|
| New Position: | |
| Accounting Engineer | $2,400.00 |
| Increases: | |
| Mayor | 2,000.00 |
| Asst. Secretary | 500.00 |
| Decreases: | |
| Secretary | 1,500.00 |
| Asst. Secretary | 500.00 |
| Investigator | 200.00 |
| Clerk | 100.00 |
| Position Abolished: | |
| Stenographer | 600.00 |

## POLICE DEPARTMENT.

| | |
|---|---|
| Increases: | |
| Secretary | $500.00 |
| Asst. Secretary | 350.00 |
| 4 Asst. Secretaries | 1,000.00 |
| Chief Inspector | 500.00 |
| 3 Inspectors at $500.00 | 1,500.00 |
| Secretary, Chief Inspector | 350.00 |
| Captain—Detectives | 520.00 |
| 13 Detective Captains at $520.00 | 6,760.00 |
| Lieutenant—Bureau of Identification | 338.00 |
| 35 Lieutenants at $312.00 | 10,920.00 |
| 25 Lieutenant Detectives at $312.00 | 7,800.00 |
| 28 Detective Sergeants at $260.00 | 7,280.00 |
| 175 Squad Sergeants at $260.00 | 45,500.00 |
| 25 Detective Patrolmen at $195.00 | 4,875.00 |
| 24 Turnkeys at $195.00 | 4,680.00 |
| 8 Station House Clerks at $195.00 | 1,560.00 |
| 18 Matrons at $130.00 | 2,340 00 |
| 18 Headquater Clerks at $195.00 | 3,510.00 |
| Male Stenographer | 158.00 |
| 18 Charwomen at $130.00 | 2,340.00 |
| 36 Drivers at $195.00 | 7,020.00 |
| Driver | 325.00 |
| Chief Engineer—Boat | 100.00 |
| 2 Engineers—Boat at $100.00 | 200.00 |
| 3 Firemen—Boat at $125.00 | 375.00 |
| 22 Signal Telephone Operators at $195.00 | 4,290.00 |
| 3 Signal Telephone Operators at $325.00 | 975.00 |

| | |
|---|---|
| 5 Policewomen at $195.00 | 975.00 |
| Foreman—Traffic Signal | 260.00 |
| 3 Linemen at $50.00 | 150.00 |
| 6 Linemen at $180.00 | 1,080.00 |
| 2 Linemen at $284.00 | 568.00 |
| 1,223 Patrolmen—1st Grade—at $195.00 | 238,485.00 |
| 39 Patrolmen at $325.00 | 12,675.00 |
| 68 Patrolmen at $195.00 | 13,260.00 |
| 4 Patrolmen at $455.00 | 1,820.00 |
| 16 Patrolmen at $195.00 | 3,120.00 |
| Position Abolished: | |
| 1 Stenographer | 2,000.00 |

## PORT DEVELOPMENT COMMISSION.

| | |
|---|---|
| New Positions: | |
| Chairman | 2,000.00 |
| 4 Members at $1,500.00 | 6,000.00 |
| Decrease: | |
| Acting Secretary | 900.00 |

## PUBLIC IMPROVEMENT COMMISSION.

| | |
|---|---|
| Executive Division: | |
| Increases: | |
| Senior Stenographer | $100.00 |
| Assistant Executive Secretary | 100.00 |
| Secretary-Stenographer | 100.00 |
| Head Account Clerk | 100.00 |
| Principal Account Clerk | 100.00 |
| Position Abolished: | |
| Senior Account Clerk | 1,900.00 |
| Bureau of Construction: | |
| Increases: | |
| Superintendent | 1,000.00 |
| 10 Superintendents at $100.00 | 1,000.00 |
| Electrical Inspector | 100.00 |
| Engineering Aide | 100.00 |
| Gardener and Pruner | 100.00 |
| Junior Clerk | 100.00 |
| Positions Abolished: | |
| Heating and Plumbing Engineer | 3,000.00 |
| 3 Superintendents at $2,000.00 | 6,000.00 |
| Superintendent | 3,000.00 |
| Assistant Civil Engineer | 3,400.00 |
| Junior Civil Engineer | 1,900.00 |

| | |
|---|---|
| 2 Electrical Inspectors at $1,700.00 | 3,400.00 |
| 2 Heating Plant Inspectors at $1,800.00 | 3,600.00 |
| Watchman | 1,000.00 |

## SUPERVISOR OF CITY CHARITIES.

| | |
|---|---|
| Increase: | |
| Chief Social Investigator | $400.00 |
| Decrease: | |
| Senior Clerk | 200.00 |
| Baltimore City Hospital: | |
| Administration: | |
| Increase: | |
| Junior Stenographer | 100.00 |
| New Position: | |
| Telephone Branch Operator | 1,000.00 |
| 2 Maintenance Men at $1,200.00 | 2,400.00 |
| Power Plant: | |
| Increases: | |
| Chief Engineer | 400.00 |
| Steam Fireman | 100.00 |
| Positions Abolished: | |
| 3 Steam Firemen at $1,400.00 | 4,200.00 |
| Men's Psychopathic: | |
| Increases: | |
| Supervisors | 100.00 |
| Attendant | 60.00 |
| Attendant | 120.00 |
| New Position: | |
| Attendant | 600.00 |
| Women's Psychopathic: | |
| Increases: | |
| Supervisor | 100.00 |
| Assistant Supervisor | 120.00 |
| 2 Attendants at $120.00 | 240.00 |
| New Position: | |
| Attendant | 600.00 |

Approved by the Board of Estimates, November 16, 1927.

HOWARD BRYANT, President.
WM. F. BROENING, Mayor.
CHARLES F. GOOB, Chief Engineer.
A. WALTER KRAUS, City Solicitor.
R. WALTER GRAHAM, Comptroller.

Approved December 13, 1927.

HOWARD BRYANT, *Acting Mayor.*

## No. 179.

An ordinance granting permission to the Talbot Motor Co. to install one additional gasoline tank and pump on its premises at 3418 Old York Road for private use only.

Whereas, Ordinance No. 243 of 1924 prohibits the installation of a gasoline tank and pump within 300 feet of a church; therefore

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to the Talbot Motor Co. to install one additional 550 gallon gasoline tank and pump on its premises at 3418 Old York Road; the said tank and pump to be for private use only and to be installed under the supervision of the Bureau of Buildings of Baltimore City in accordance with the provisions of Ordinances Nos. 534, approved Dec. 24, 1925, and 644, approved May 3, 1926.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved December 13, 1927.

HOWARD BRYANT,
*Acting Mayor.*

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## No. 180.

An ordinance granting permission to Jas. Hall to erect an individual garage in the rear of his premises 619 N. Decker avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be

and the same is hereby granted to Jas. Hall to erect an individual garage 8 ft. wide and 14 ft. long in the rear of his premises 619 N. Decker avenue; the said garage to be within 3 ft. of a second-floor frame overhang and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SEC. 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved December 13, 1927.

HOWARD BRYANT,
*Acting Mayor.*

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No. 181.

An ordinance making Cloverdale road, from Madison avenue to Eutaw Place, a one-way street for vehicular traffic.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That Cloverdale road, from Madison avenue to Eutaw Place, be and it is hereby declared to be a one-way street for vehicular traffic and to be used by such traffic in a westerly direction only. Any person violating the provisions of this ordinance shall be subject to a penalty not exceeding Ten Dollars for each and every offense.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved December 13, 1927.

HOWARD BRYANT,
*Acting Mayor.*

## No. 182.

An ordinance granting permission to the Consolidated Gas Electric Light and Power Company of Baltimore to install two 11,250 gallon gasoline tanks on its property fronting on Forrest Street between Monument and Front Streets, with a distribution system from said tanks to a concrete fireproof garage to be erected on said property.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* that permission be, and the same is hereby granted to Consolidated Gas Electric Light and Power Company of Baltimore to install two 11,250 gallon gasoline tanks on its property fronting on Forrest Street between Monument and Front Streets, with a distribution system from said tanks to a concrete fireproof garage to be erected on said property, the outlets from said distribution system on each floor of the garage to be located in a fireproof room; tanks to be installed in concrete casings at least nine (9) inches in thickness. Vent pipe to extend two (2) feet above highest point of roof. Tanks to be grounded to moist earth. Two four (4) inch standpipes installed on each floor and to extend through roof. Regulation hose connections provided on each opening on each floor and on roof. Water curtains provided at each floor level. Suction fan provided to remove gases from building. Faucets to pumps on each floor to be self-closing with hose attachments. Piping from tanks to pumps to be self-draining and charged only when tanks on automobiles are being filled. All openings in basement closed with fireproof material.

SECTION 2. *And be it further ordained,* that the said gasoline tanks shall be installed under the supervision of the Inspector of Buildings,

and in accordance with the Building Laws of the City, and the regulations of the Board of Fire Commissioners.

SECTION 3. *And be it further ordained,* that this ordinance shall take effect from the date of its passage.

Approved December 14, 1927.

HOWARD BRYANT,
*Acting Mayor.*

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No. 183.

An ordinance granting permission to Peter W. Rossing to erect a frame kitchenette in the rear of his premises 719 N. Kenwood Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Peter W. Rossing to erect a frame kitchenette 9 ft. wide, 7 feet long and 9 ft. high in the rear of his premises 719 N. Kenwood Avenue; the sides of said kitchenette to be covered with metal sheeting and the same to be constructed under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved December 14, 1927.

HOWARD BRYANT,
*Acting Mayor.*

## No. 184.

An ordinance to repeal and reordain with amendments Section 1 of Ordinance No. 97, approved July 30, 1927, entitled "An ordinance granting permission to Milton Schwaber to install 4 tanks of 550 gallons each and six pumps at the southwest corner of Fremont Ave. and Presstman St.," increasing the number and capacity of gasoline tanks to be installed.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That Section 1 of Ordinance No. 97, approved July 30, 1927, entitled "An ordinance granting permission to Milton Schwaber to install 4 tanks of 550 gallons each and six pumps at the southwest corner of Fremont Ave. and Presstman St.," be and it is hereby repealed and reordained with amendments, to read as follows:

1. Permission be and the same is hereby granted to Milton Schwaber to install 6 tanks of 1000 gallons each and six pumps at the southwest corner of Fremont Ave. and Presstman St.; the said tanks and pumps to be located inside the building line, and to be installed under the supervision of the Bureau of Buildings of Baltimore City in accordance with the provisions of Ordinances Nos. 534, approved Dec. 24, 1925, and 644, approved May 3, 1926.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved December 17, 1927.

WM. F. BROENING, *Mayor.*

## No. 185.

An ordinance to waive the provisions of Ordinance No. 243 of 1924, which prohibits the erection of a public garage within 300 feet of an Orphanage, in so far as the said ordinance applies to the premises of Isaac Needle, 902-06 McCulloh street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the provisions of Ordinance No. 243 of 1924, which prohibits the erection of a public garage within 300 feet of an Orphanage, be and they are hereby waived in so far as said provisions apply to the premises of Isaac Needle, 902-06 McCulloh street.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved December 20, 1927.

WM. F. BROENING, *Mayor.*

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## No. 186.

An ordinance to amend Sheet No. 1 of the Area District Map accompanying Ordinance No. 922, approved May 19, 1923, known as the Zoning Ordinance, by changing from the D Area District to the F. Area District all the land abutting on Roland Avenue, from Cold Spring Lane to Lake Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That Sheet No. 1 of the Area District Map accompanying Ordinance No. 922, approved May 19, 1923, and known as the Zoning Ordinance, be and the same is hereby amended by changing from the D Area District to the F Area District all land abutting

on Roland Avenue, from Cold Spring Lane to Lake Avenue, provided nothing herein contained shall affect that strip of land abutting on the west side of Roland Avenue north from Upland Road three hundred forty feet (340′) known as Lots One to Six inclusive, and a strip of Lot Seven, ten feet (10′) wide and sixty feet (60′) deep, at the southwest corner of said Lot Seven, these lots being recorded in Block 21, Piat 1 of the Roland Park Company, and commonly known as Nos. 400-420 inclusive Roland Avenue.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved December 21, 1927.

WM. F. BROENING, *Mayor.*

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No. 187.

An ordinance to waive the provisions of Ordinance No. 243 of 1924, which prohibits the sale of gasoline within 300 feet of a school, in so far as said ordinance applies to the premises of Louis Cohen at the northeast corner of Caroline street and Eastern avenue, known as 1500-1502-1504 Eastern avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the provisions of Ordinance 243 of 1924, which prohibits the sale of gasoline within 300 feet of a school, be and they are hereby waived in so far as said provisions apply to the premises of Louis Cohen at the northeast corner of Caroline street and Eastern avenue, known as 1500-1502-1504 Eastern Avenue; provided, however, that the en-

trance and exit to the filing station be on Eastern Avenue and that there shall be no entrance or exit for motor vehicles on Caroline street.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved December 21, 1927.

WM. F. BROENING, *Mayor.*

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No. 188.

An ordinance granting permission to Wm. Keyser to install a gasoline tank and pump for private use only, in the rear of his premises 1114 St. Paul street.

Whereas, Ordinance No. 243 of 1924 prohibits the installation of a gasoline tank and pump within 300 feet of a church; therefore

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Wm. Keyser to install a gasoline tank and pump, for private use only, in the rear of his premises 1114 St. Paul street; the said tank and pump to be installed under the supervision of the Bureau of Buildings of Baltimore City in accordance with the provisions of Ordinances Nos. 534, approved Dec. 24, 1925, and 644, approved May 3, 1926.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved December 22, 1927.

WM. F. BROENING, *Mayor.*

## No. 189.

An ordinance to lay and collect a tax for the year 1928 for the use of the City of Baltimore on persons and property in that portion of Baltimore City annexed to said city by the Act of 1918, chapter 82.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* that for the year 1928, a direct tax of One Dollar and eighty-six and forty-two one hundredths cents ($1.8642) for the use of the City of Baltimore, be and the same is hereby levied and imposed on every one hundred dollars ($100.00) of assessed or assessable value of property or owners thereof located or resident in or by law taxable in that portion of Baltimore City which was added to said City by the Act of 1918, Chapter 82 (excepting such property as may by provision of law be exempted from this rate); said tax to be collected and paid in the manner prescribed by law.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved December 22, 1927.

WM. F. BROENING, *Mayor.*

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## No. 190.

An ordinance to lay and collect a tax for the use of City of Baltimore for the year 1928, on all bonds, certificates of indebtedness or evidences of debt, in whatsoever form made or issued by any public or private corporation, and also on shares of stock in foreign corporations.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That for the year

1928, a tax for the use of the City of Baltimore of thirty cents ($.30) on every one hundred dollars ($100.00) of assessed or assessable value of all bonds, certificates of indebtedness or evidences of debt, in whatsoever form made or issued by any public or private corporation incorporated by this State or any other state, territory, district or foreign country, or issued by any state (except the State of Maryyland) territory, district or foreign country, not exempted from taxation by the laws of this State, and owned by residents of the City of Baltimore, and also a tax of thirty cents ($.30) for the use of the City of Baltimore on every One Hundred dollars ($100.00) of assessed or assessable value of all shares of stock or shares in any bank other than a national bank, or in any company or corporation incorporated by or located in and doing business in any other state, the District of Columbia or in any territory or foreign country owned by residents of the City of Baltimore, be and the same is hereby levied and imposed in accordance with Section 225, Article 81, of the Code of Public General Laws, title "Revenue and Taxes," said taxes to be collected and paid in the manner prescribed by law.

Section 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved December 22, 1927.

WM. F. BROENING, *Mayor.*

## No. 191.

An ordinance to lay and collect a tax for the year 1928, for the use of the City of Baltimore, on suburban property in Baltimore City as such property is defined and directed to be classified by law.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* that for the year 1928, a direct tax of One dollar and sixty and thirteen one hundredths cents ($1.6013) for the use of the City of Baltimore be and the same is hereby levied and imposed on every One hundred dollars ($100.00) of assessed or assessable value of suburban property in Baltimore City, as such suburban property is defined and directed to be classified by law; said tax to be collected and paid in the manner prescribed by law.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved December 22, 1927.

WM. F. BROENING, *Mayor.*

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## No. 192.

An ordinance to lay and collect a tax for the use of the City of Baltimore for the year 1928.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* that for the year 1928 a tax of Two dollars and thirty-nine cents ($2.39) be and the same is hereby levied and imposed upon every One hundred dollars ($100.00) of assessed or assessable value of

property in the City of Baltimore, excepting such property as may by provision of law be exempt from this date, for the use of the City of Baltimore and said tax shall be collected and paid in the manner prescribed by law, and shall be apportioned as follows:

| | |
|---|---|
| General Government | $ .1840 |
| Protection of Persons and Property | .4878 |
| Conservation of Health | .0526 |
| Sanitation and Promotion of Cleanliness | .1491 |
| Highways | .1338 |
| Charities, Hospitals and Correction | .1040 |
| Education | .5652 |
| Recreation | .0048 |
| Sinking Funds: | |
| Public Improvement, 1940 Loan | .02 |
| Four Million 1945 Loan | .005 |
| Burnt District Improvement 1954 Loan | .02 |
| Sinking Funds: | |
| The following are shown collectively: Annex Improvement 1951 Loan; Paving Loan 1951; Annex Improvement 1954 Loan; Highways Harbor 1955 Loan; Park Improvement, 1955 Loan; New Engine House 1957 Loan; New School House 1957 Loan; Conduit 1958 Loan; Water 1958 Loan; Burnt District Improvement 1960 Loan; Dock Improvement 1961 Loan; Jones Falls Improvement 1961 Loan; School House, 1961 Loan; New Sewerage Improvement 1961 Loan; Conduit 1962 Loan; New Sewerage Improvement 1980 Loan; Hospital Serial 1922-1941 Loan; Conduit Serial 1918-1942 Loan; School Serial 1918-1942 Loan; Gen- | |

| | |
|---|---|
| eral Improvements Serial 1922-1946 Loan; Annex Serial 1918-1947 Loan; Second School Serial 1924-1948 Loan; Police Station House Serial 1925-1949 Loan; Sewer Serial 1916-1955 Loan; Water Serial 1922-1961 Loan; Second Water Serial 1925-1964 Loan | .119 |
| Interest | .4529 |
| Pensions, etc. | .0918 |
| Total Tax | $2.39 |

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved December 22, 1927.

WM. F. BROENING, *Mayor.*

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No. 193.

An ordinance to lay and collect a tax for the use of the State of Maryland for the year 1928, on all bonds, certificates of indebtedness or evidences of debt, in whatsoever form made or issued by any public or private corporation, also on shares of stock in foreign corporations.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* that for the year 1928, a tax, for the use of the State of Maryland of fifteen cents ($.15) on every one hundred dollars ($100.00) of assessed or assessable value of all bonds, certificates of indebtedness or evidences of debt, in whatsoever form made or issued by any public or private corporation incorporated by this State or any other state,

territory, district or foreign country, or issued by any state (except the State of Maryland), territory, district or foreign country, not exempted from taxation by the laws of this State, and owned by residents of the City of Baltimore, and also a tax of fifteen cents ($.15) for the use of the State of Maryland on every One hundred dollars ($100.00) of assessed or assessable value of all shares of stock or shares in any bank other than a national bank or in any company or corporation, incorporated or located in and doing business in any other state, the District of Columbia, or in any territory or foreign country owned by residents of the City of Baltimore, be and the same is hereby levied and imposed in accordance with Section 225, Article 81, of the Code of Public General Laws, title "Revenue and Taxes," said taxes to be collected and paid in the manner prescribed by law.

Sec. 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved December 22, 1927.

WM. F. BROENING, *Mayor.*

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No. 194.

An ordinance to lay and collect a tax for the use of the State of Maryland for the year 1928.

Section 1. *Be it ordained by the Mayor and City Council of Baltimore,* that for the year 1928 a tax of twenty-five and sixty-four one hundredths cents ($.2564) on every One hun-

dred dollars ($100.00) of assessed or assessable value of property in the City of Baltimore (excepting such property as may by provision of law, be exempted from this rate), be, and the same is hereby levied and imposed, for the use of the State of Maryland, to be collected and accounted for as provided by law.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved December 22, 1927.

WM. F. BROENING, *Mayor.*

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No. 195.

An ordinance to lay and collect a tax for the year 1928 for the use of the City of Baltimore on rural property in Baltimore City as such property is defined and directed to be classified by law.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* that for the year 1928, a direct tax of eighty-one and twenty-six one hundredths cents ($.8126) for the use of the City of Baltimore be and the same is hereby levied and imposed on every One hundred dollars ($100.00) of assessed or assessable value of rural property in Baltimore City, as such property is defined and directed to be classified by law; said tax to be collected and paid in the manner prescribed by law.

SECTION 2. *And be it further ordained,* that this ordinance shall take effect from the date of its passage.

Approved December 22, 1927.

WM. F. BROENING, *Mayor.*

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No. 196.

An ordinance allowing discounts for the prompt payment of taxes in the year 1928.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* that the City Collector be, and he is hereby authorized and directed to allow on all bills for taxes for municipal purposes for real estate and chattels real, personal chattels, shares of stock, bonds and like securities levied and imposed for the year 1928, a discount of one per centum if paid on or before the twenty-eighth day of February; a discount of three-quarters of one per centum if paid on or before the thirty-first day of March; a discount of one-half of one per centum if paid on or before the thirtieth day of April, and a discount of one-fourth of one per centum if paid on or before the thirty-first day of May.

SECTION 2. *And be it further ordained,* that this ordinance shall become effective from the date of its approval.

Approved December 22, 1927.

WM. F. BROENING, *Mayor.*

## No. 197.

An ordinance granting permission to L. Williams to erect an individual metal garage in the rear of his premises 903 Rosedale street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to L. Williams to erect an individual metal garage 10 ft. wide and 16 ft. long in the rear of his premises 903 Rosedale street; the said garage to be within 4 ft. of a frame stucco kitchenette and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved December 23, 1927.

WM. F. BROENING, *Mayor.*

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## No. 198.

An ordinance granting permission to Chas. H. Fornaci to erect a metal garage in the rear of his premises 341 Gwynn avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Chas. H. Fornaci to erect a metal garage 9 ft. wide and 16 ft. long in the rear of his premises 341 Gwynn avenue; the said garage to be within 4 ft. of a brick dwelling on the same premises and to be erected under the supervision of the

Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved December 23, 1927.

WM. F. BROENING, *Mayor.*

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No. 199.

An ordinance to waive the provisions of Ordinance No. 243 of the year 1924, which prohibits the erection of a garage and the sale of gasoline within 300 feet of a church, in so far as said ordinance applies to the premises of Gerald Murphy, 119-121 W. Cross street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the provisions of Ordinance No. 243 of the year 1924, which prohibits the erection of a garage and the sale of gasoline within 300 feet of a church, be and they are hereby waived in so far as said provisions apply to the premises of Gerald Murphy, 119-121 W. Cross street.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved December 23, 1927.

WM. F. BROENING, *Mayor.*

## No. 200.

An ordinance providing for the change in name of certain streets, avenues, lanes, roads, alleys and highways in Baltimore City, and to repeal all ordinances or parts of ordinances inconsistent with the provisions of this ordinance.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore.* That the names of the following streets, avenues, lanes, roads, alleys and highways in Baltimore City be and the same are hereby changed as herein provided and shall hereafter be so known:

| No. | Present Name. | Location. | Sq. Mi. | New Name. |
|---|---|---|---|---|
| 1 | A Ave | N&S from Inglewood Ave. | 5N-4E | Hampnett Ave. |
| 2 | A St. | E&W from Ashland Ave. bet. Cold Spring La. & B St. | 4N-1W | Kendall Rd. |
| 3 | Abell Ave. | N&S from Woodbourne Ave. | 5N-2E | Abner Ave. |
| 4 | Academy Ave. | W from Bellona Ave. S of Gittings Ave. | 6N-1W | Hollen Rd. |
| 5 | Adams St. | From 22nd St. to Carswell St. | 2N-1E | Homewood Ave. |
| 6 | Adams St. | N from 22nd & Boone Sts. to Homewood Ave. | 2N-1E | Ada Ave. |
| 7 | Adams Ave. | N&S from Arlington Ave. | 4N-1E | Adrian Ave. |
| 8 | Albion Alley. | E from Cathedral St. N of Read St. | 1N-1W | Brexton Alley. |
| 9 | Albion Ave. | Albion Ave. to Hermosa Ave. | 3N-3E | Catalpha Rd. |
| 10 | Allen Ave. | E&W from Park Heights Ave. between Gordan Lane and Howard Place | 3N-3W | Classen Ave. |
| 11 | Alrutken Ave. | SE from Norwood Ave. | 2N-4W | Silver Hill Ave. |
| 12 | Alto Ave. | N from Monroe Circle, Curtis Bay | 5S-2E | Alton Ave. |
| 12a | Alto Ave. | E from Montegomery Rd. | 2N-4W | Alto Rd. |
| 13 | Altoona Ave. | E from Harford Rd. S of Schaffer Ave. | 4N-3&4E | Evergreen Ave. |

| No. | Present Name. | Location. | Sq. Mi. | New Name. |
|---|---|---|---|---|
| 14 | Altoona Rd. | N from Alabama Ave. W of Forest Ave. | 2N-4W | Alamo Rd. |
| 15 | Ann Ave. | S from 36th St. between Chestnut & Cedar Aves. | 3N-1W | Anley St. |
| 16 | Annapolis Ave. or First St. | S from Chesapeake Ave., Brooklyn | 5S-1E | Hanover St. |
| 17 | Annapolis Ave. | E&W from 1st St., Brooklyn, | 5S-1E | Annabel Ave. |
| 18 | Anthony St. | E&W from Eden St. | 1N-1E | Barnes St. |
| 19 | Arbutus Ave. | W from Old Harford Rd. | 5N-3&4E | Louise Ave. |
| 20 | Arbutus Ave. | E&W from McLean Blvd. S of Woodlyn | 4N-3E | Louise Ave. |
| 21 | Ardmore Ave. | N&S from Glenwood Ave. | 4N-1E | Craig Ave. |
| 22 | Ardmore Ave. | N&S from Berwick Ave. to Moore Ave. | 5&6N-4E | Arion Ave. |
| 23 | Argonne Ave. | W from Carnegie Ave. N of Bessemer Ave. | 2S-5E | Cardiff Ave. |
| 24 | Arlington St. | SE & NW from Fairview Ave. between Patapsco Ave. and Belmont Ave. | 5S-2E | Cambria St. |
| 25 | Arundel St. | E&W from Charles St. N of 6th St. Rd. | 5S-1&2E | Stoll Ave. |
| 26 | Arundel Ave. | E&W from 1st St., Brooklyn, S of Baltimore Ave. | 5S-1E | Arsan Ave. |
| 27 | Ash St. | N&S from Maple Ave., Overlea, | 5N-5E | Ashley Ave. |
| 28 | Ashland Ave. | N from Cold Spring Lane | 4N-1W | Wilmslow Rd. |
| 29 | Ashton Ave. | S from Monroe Circle, Curtis Bay | 5S-2E | Ashurst Ave. |
| 30 | Aspen Ave. | E&W from McClean Blvd. | 5N-3E | Pinewood Ave |
| 31 | Astor Place. | E from Old Pimlico Rd. S of Kate Ave. | 3N-2W | Boarman Ave. |
| 32 | Athol Ter. | From Maple to Athol Ave. | 2S-4W | Adelle Ter. |
| 33 | Atlantic Ave. | NW & SE from Harford Rd. between Lake Ave. & Glenwood Ave. | 3N-2E | Kentucky Ave. |
| 34 | Augusta Ave. | N&S from Southern Ave. E of Harford Rd. | 4N-3E | Arabia Ave. |
| 35 | Avondale Ter. | From Avondale to Ingleside Av. | 4N-4W | Clover Rd. |
| 36 | Avondale Ter. | From Park Heights Ave. to Avondale Ave. | 3N-3W | Avondale Ave. |
| 37 | B Ave. | From Inglewood Ave. | 5N-4E | Elsrode Ave. |
| 38 | B St. | E&W from Ashland Ave. | 4N-1W | Alpine Rd. |
| 39 | Baker Ave. | N&S from Taylor Ave. | 6N-5E | Bagley Ave. |

| No. | Present Name. | Location. | Sq. Mi. | New Name. |
|---|---|---|---|---|
| 40 | Baltimore Ave. | E&W from Belair Rd. | 4N-4&5E | Mary Ave. |
| 41 | Baltimore Ave. | E from Annapolis Blvd., Brooklyn, | 4&5S-1E | Baltic Ave. |
| 42 | Baltimore Ave. | N&S from Smith Ave. | 4S-2W | Puget St. |
| 43 | Baltimore St. | E&W from Charlotte Ave. | 2S-4&5E | Danville Ave. |
| 44 | Baltimore St. | N from Southern Boundary, W of W. B. & A. Electric Rwy. | 4S-1W | English Consul Av. |
| 45 | Bank Ave. | NW & SE from Hollins Ferry Rd. | 3S-2W | Banger St. |
| 46 | Bank Ct. | N&S from Bank St. | 1S-1E | Ballou St. |
| 47 | Barrington Pl. | E&W from Dennison Rd. | 3N-3&4W | Barrington Rd. |
| 49 | Beaufort St. | E&W from Calvert St. | 1S-1E | Clay St. |
| 50 | Bedford Alley. | E&W from Camden St. W of Charles St. | 1S-1E | Stump Alley. |
| 51 | Beech Ave. | N&S from Gwynn Oak Ave. | 2&3N-5W | Beethoven Ave. |
| 52 | Beech St. | E&W from Pennington Ave. | 6S-2E | Benhill Ave. |
| 53 | Beechwood Ave. | SE & NW from Harford Rd. | 4N-3E | Ailsa Ave. |
| 54 | Beechwood Rd. | N&S from Labyrinth Rd. | 5N-4W | Benhurst Rd. |
| 55 | Bell Alley. | N&S from Franklin St. | 2N-1W | Hunter Alley. |
| 56 | Belleview Ave. | E&W from Belair Rd. | 4N-4&5E | Glenarm Ave. |
| 57 | Bellewood Ave. | E&W from Harford Rd. | 5N-4E | Westfield Ave. |
| 58 | Belmont Ave. | N&S from Montebello Ter. | 3N-3E | Hampnett Ave. |
| 59 | Belmont Ave. | N&S from Ferndale Ave. | 3N-5W | Bosworth Ave. |
| 60 | Belmont Ave. | NW & SE from Montebello Av. | 2N-1E | Bonaparte Ave. |
| 61 | Belmont Ave. | N&S from Hamilton Ave. | 4N-4E | Carter Ave. |
| 62 | Belmont Ave. | E&W from Park Heights Ave. | 5N-5W | Olympia Ave. |
| 63 | Belmont Ave. | N&S from Liberty Heights Ave. | 3N-5W | Marmon Ave. |
| 63a | Belmont Ave. | E&W from West St. (Curtis Bay) | 5S-2E | Pontiac Ave. |
| 64 | Belmont Rd. | N&S from Hamilton Ave. | 4&5N-3E | Catalpha Rd. |
| 65 | Belvidere Ave. | NE & SW from Bellona Ave. | 5N-1W | Breckenridge Ave. |
| 66 | Belvidere Ave. | NW & SE from Hollins Ferry Rd. | 3S-2W | Brohawn Ave. |
| 67 | Benson Ave. | N&S from Glen Ave. | 4N-5W | Rubin Ave. |
| 68 | Benson St. | N&S from 36th St. | 3N-2W | Buena Vista Ave. |
| 69 | Berkley Ave. | E&W from Harford Rd. | 5N-4E | Northern Pkwy. |
| 70 | Berkley Alley. | N&S from Eager St. | 1N-1W | Ploy Alley. |
| 71 | Bethel Place. | E&W from Bethel St. | 1S-2E | Portugal St. |
| 72 | Bethlehem St. | E&W from Charlott Ave. | 2S-4E | Cardiff Ave. |
| 73 | Beulah Ave. | E&W from Park Heights Ave. | 5N-5W | Pinkney Rd. |
| 74 | Beverly Ave. | N&S from Fleetwood Ave. | 5N-4E | Hampnett Ave. |
| 75 | Beverly St. | E&W from Race St. | 2S-1W | Burnett St. |
| 76 | Birch St. | E&W from Dugan St. | 4S-2E | Birchner St. |
| 77 | Birch St. | E&W from West Ave. | 5S-2E | Birchlea St. |
| 78 | Birch Ave. | E&W from Fairview Ave. | 4&5N-5E | Birchview Ave. |

| No. | Present Name. | Location. | Sq. Mi. | New Name. |
|---|---|---|---|---|
| 79 | Blackberry Al. | E&W from Mt. Clare Alley bet. Lombard & Pratt Sts. | 1S-2W | Lemmon St. |
| 80 | Bowley Lane. | N&S from Water St. | 1S-1E | Hunter Alley. |
| 81 | Branch Ave. | N&S from Center St. | 6S-2E | Fairhaven Ave. |
| 82 | Brehms Ct. | N&S from Brehms Lane | 2N-3E | Brendle Ct. |
| 83 | Bromley Ave. | N&S from Fleetwood Ave. | 5N-4E | Elsrode Ave. |
| 84 | Brookline Ave. | E&W from Garrison Ave. | 3N-4W | Dorchester Rd. |
| 85 | Brookline Ave. | N&S from Seven Mile Lane | 5&6N-5W | Wallis Ave. |
| 86 | Broring Ave. | E&W from Belair Road | 2N-3E | Kenyon Ave. |
| 86a | Brosius Ave. | N from Rogers Ave. | 5N-4W | Woodcrest Ave. |
| 87 | Brunswick Ave. | NW & SE from Forest Ave. | 2N-5W | Brundige Ave. |
| 88 | Buchanan St. | N&S from 24th St. | 2N-1E | Brentwood Ave. |
| 89 | Bucks Lane. | E&W from Eldorado Ave. | 3N-4&5W | Hayward Ave. |
| 90 | Bucks Lane. | N&S from Liberty Heights Ave. | 3N-4&5W | Rogers Ave. |
| 91 | Buschmen Ave. | E&W from Anglewood Ave. | 4N-4E | Gibbons Ave. |
| 92 | Burns Ave. | N&S from Walker Ave. | 5&6N-1E | Clear Spring Rd. |
| 93 | C St. | E&W from Ashland Ave. | 4N-1W | Cable St. |
| 94 | California Ave. | N&S from Forest Ave. | 2N-5W | Carleview Ave. |
| 95 | Callaway Place. | N&S from Liberty Heights Ave. | 3N-4W | Callaway Ave. |
| 96 | Calverton Rd. | N&S from Edmondson Ave. | 1S-3W | Franklintown Rd. |
| 97 | Calverton St. | E&W from Poplar Grove St. | 3W-1S | Lauretta Ave. |
| 98 | Camden Lane. | N&S from Camden St. | 1S-1W | Sutton St. |
| 99 | Camel Alley. | E&W from Linden Ave. | 1N-1W | Camel St. |
| 100 | Canterbury La. | N&S from Berkshire Rd. | 2N-3E | Canfield Rd. |
| 101 | Carlisle Place. | E&W from Broadway | 1N-2E | Ellsworth St. |
| 102 | Carolina Rd. | E&W from Valley Rd. | 5N-3E | Roselawn Ave. |
| 103 | Carrie Ave. | N&S from Franklin Ave. | 4N-4E | Marguerite Ave. |
| 104 | Carroll Rd. | E&W from Park Heights Av. | 5N-4&5W | Strathmore Ave. |
| 105 | Carroll Rd. | NW from Queen Anne Rd. | 2N-4&5W | Queen Anne Rd. |
| 106 | Carroll Ave. | SE from Forest Ave. | 1N-5&6W | Carmine Ave. |
| 107 | Carroll St. | E&W from 1st St., Brooklyn | 5S-1E | Cambria St. |
| 108 | Carter Ave. | E&W from Belair Rd. | 3N-4E | LaSalle Ave. |
| 109 | Carter Ave. | N&S from Royston Ave. | 5N-4E | Glen Oak Ave. |
| 110 | Carter St. | N&S from North Ave. | 1N-1E | Brentwood Ave. |
| 111 | Carwell Ave. | E&W from Chestnut Ave. | 3N-1W | Berry St. |
| 112 | Cedar Rd. | N&S from Chestnut Rd. | 1N-4W | Cedric Rd. |
| 113 | Cedar Ave. | S from Sipple Ave. W of Franklin Ave. | 3N-4E | Calumet Ave. |
| 114 | Cedar Ave. | E&W from Franklin Ave. | 3N-4&5E | Cedella Ave. |
| 115 | Cedar St. | N&S from Clare St. | 3S-1W | Cedley St. |
| 116 | Cedar St. | E&W from Dugan St. | 4S-2E | Cedrus St. |
| 116a | Cedar Ave. | S from University Parkway to its South end in Wyman Park | 2&3N-1W | Keswick Rd. |

| No. | Present Name. | Location. | Sq. Mi. | New Name. |
|---|---|---|---|---|
| 117 | Cedar St. | E&W from Curtis Ave. | 6S-2E | Ceddox St. |
| 118 | Cedar St. | N&S from Locust Ave. | 5N-5E | Cedonia St. |
| 119 | Central Ave. | N&S from Park Ave. | 5N-4E | Richard Ave. |
| 120 | Central Ave. | N&S from 39th St. | 3N-2W | Keystone Ave. |
| 121 | Central Ave. | E&W from 1st Ave., E. Brooklyn | 5S-3E | Cannery Ave. |
| 122 | Centre Ave. | N&S from Hamilton Ave. | 4N-4E | Winthrope Ave. |
| 123 | Centre St. | NW from Hollins Ferry Rd. | 3S-2W | Harman Ave. |
| 124 | Centre St. | N&S from Beaumont Ave. | 4N-1E | Craig Ave. |
| 125 | Centre St. | E&W from Pennington Ave., Curtis Bay | 6S-2E | Aspen St. |
| 126 | Chapanoke Rd. | N&S from Ailsa Ave. | 4N-3E | Grindon Ave. |
| 127 | Chapman Ave. | SE & NW from Taney Rd. | 5N-4W | Stuart Ave. |
| 128 | Charles Ave. | N&S from Belvedere Ave. | 3S-2W | Huron St. |
| 129 | Charles Ave. | N&S from List Ave. | 4N-3E | Hampnett Ave. |
| 130 | Charles Ave. | N&S from Wisteria Ave. | 4N-4E | Arabia Ave. |
| 131 | Charles St. | N&S from Arundel St., Curtis Bay | 6S-2E | Charleston St. |
| 132 | Charles St. | SE & NW from 4th St., Brooklyn | 5S-1E | Chart Ave. |
| 133 | Charlotte Ave. | N&S from Emmel Ave. | 4N-3E | Charlton Ave. |
| 134 | Charlotte Ave. | E&W from Park Heights Ave. | 3N-3W | Oswego Ave. |
| 135 | Chase Ave. | E&W from Bancroft Rd. | 5N-4&5W | Benhurst Rd. |
| 136 | Chatham Rd. | NE from Park Drive | 6N-4E | Chambers Rd. |
| 137 | Cherry Ave. | E&W from Rose Ave. | 4N-5E | Glenmore Ave. |
| 138 | Cherry Ave. | N&S from Aspen Ave. | 5N-3E | Citrus Ave. |
| 139 | Cherry La. | E&W from York Rd. | 5N-1E | Halwyn Ave. |
| 140 | Chester Rd. | E&W from Dalrymple Ave. | 2N-4W | Westchester Rd. |
| 141 | Chester Ave. | N&S from James Ave. | 4N-3E | Catalpha Rd. |
| 142 | Chester St. | E&W from Charlott Ave. | 2S-4&5E | Bessemer Ave. |
| 143 | Chester Pl. | E&W from 4th St. | 1S-3E | Chestle Pl. |
| 144 | Chestnut Rd. | SE from intersection of Chelsea & Clifton Aves. | 1N-4W | Chesholm Rd. |
| 145 | Chestnut Ave. | N&S from Sipple Ave. | 3N-4E | Crenshaw Ave. |
| 146 | Chestnut Ave. | E&W from Belair Rd. | 5N-5E | Chesley Ave. |
| 147 | Chestnut St. | E&W from West Ave., Curtis Bay | 5S-2E | Champlain St. |
| 148 | Chestnut Hill Ave. | E&W from Belair Rd. | 4N-5E | Raspe Ave. |
| 149 | Chestnut Hill Rd. | E&W from South Bend Rd. | 5N-3W | Enslow Ave. |
| 150 | Chestnut Park Ave. | N&S from Lake Ave. | 5N-1E | Sycamore Rd. |
| 151 | Church Ave. | SW & NE from Pine Hghts Av. | 2&3S-4W | Coolidge Ave. |
| 152 | Church St. | NW & SE from Arunah Ave. | 1S-3W | Bloechers Lane. |
| 153 | Church St. | E&W from Battery Ave. | 2S-1E | Churchill St. |
| 154 | Church Lane. | E&W from York Rd. | 5N-1E | Orkney Rd. |
| 155 | Ciconia Ave. | N&S from Meadow Ave. | 4N-4E | Glenoak Ave. |

| No. | Present Name. | Location. | Sq. Mi. | New Name. |
|---|---|---|---|---|
| 156 | Claremont Ave. | NE & SW from Caton Ave. | 3S-3W | Clarinda Ave. |
| 157 | Clarendon Ave. | N&S from Liberty Heights Ave. | 3N-5W | Eldorado Ave. |
| 158 | Clarke Ave. | NW & SE from Belvedere Av. | 4N-4W | Fairlawn Ave. |
| 159 | Clark Alley. | E&W from Forest St. | 1N-1E | Freys Alley. |
| 160 | Clarkson Alley. | N&S from Cross St. | 2S-1W | Clarkson St. |
| 161 | Clayton Rd. | E&W from Winfield Ave. | 2N-4W | Fairfax Rd. |
| 162 | Cleveland Ave. | N&S from Woodbourne Ave. | 4&5N-1E | Ready Ave. |
| 163 | Clifford Ave. | On east side of W., B. & A. R. R. in English Consul | 4S-1W | English Consul Av. |
| 164 | Clifton Pl. | E&W from Bethel St. | 1N-2E | Eareckson Pl. |
| 165 | Clinton Ave. | N&S from Myrtle Ave. | 1S-1W | Perkins Ave. |
| 166 | Clinton Alley. | E&W from Frederick St. | 1S-1E | Cider Alley. |
| 167 | Clinton Court. | E&W from Clinton St. | 1&2S-3E | Clyde St. |
| 168 | Clover Ave. | NW from intersection of Beechland and Elmwood Aves. | 5N-3E | Cloville Ave. |
| 169 | Cloverdale Ave. | N&S from Melvale Ave. | 3&4N-2W | Clydesdale Ave. |
| 169a | Clifton Ave. | S from Queen Anne Rd. to North end of Viaduct | 2N-4W | Talbot Rd. |
| 169b | Clifton Ave. | N from Queen Anne Rd. | 2N-4W | Clifton Rd. |
| 170 | Cockran Alley. | E&W from Central Ave. | 1S-1E | Mince Alley. |
| 171 | Cole Ave. | E&W from Belair Rd. | 4N-4&5E<br>3N-5E | White Ave. |
| 172 | Cole Ave. | E&W from Marmon Ave. | 3N-5W | Chrysler Ave. |
| 173 | Colgate Ave. | E&W from Highland Ave. | 1S-3E | Leverton Ave. |
| 174 | College Alley. | N&S from Mulberry St. | 1S-1W | Ploy Alley. |
| 175 | College Rd. | N&S of Frederick Ave. | 2S-5W | Colleen Rd. |
| 176 | Collins Ave. | N&S from Forest Ave. | 5N-4E | Glenoak Ave. |
| 177 | Columbia Ave. | N&S from Belle View Ave. | 4N-5E | Kavon Ave. |
| 178 | Conklin Ave. | NW & SE from Whitney Ave. | 2S-3W | Parksley Ave. |
| 179 | Connecticut St. | N&S from 36th St. | 3N-1W | Paine St. |
| 180 | Cook Court. | E&W from Dallas St. | 1S-2E | Spark Court. |
| 181 | Copely Ave. | N&S from Hayward Ave. | 4N-4W | Cordelia Ave. |
| 182 | Cornhill Rd. | NE & SW from Pk. Heights Ave. | 5N-4W | Menlo Drive. |
| 183 | Cottage Ave. | N&S from Eutaw Ave. | 3N-3E | Cottman Ave. |
| 184 | Crawford St. or Thursby Court. | E&W from Greenmount Ave. | 3N-1E | Venable Ave. |
| 185 | Creston St. | E&W from Norwood Ave. | 2S-5W | Stafford St. |
| 186 | Cross Alley. | From St. Barnabus Court to Water Court | 1S-1W | Camel St. |
| 187 | Cross Ave. | N&S from Valley View Rd. | 3N-4E | Kavon Ave. |
| 188 | Cross Country Blvd. | N&S from Fairmount Rd. | 5N-5W | Wallis Ave. |
| 189 | Culver Ave. | N&S from Grindon Ave. | 4N-3E | Hampnett Ave. |
| 190 | Curtis Alley. | N&S from Edmondson Ave. | 1S-1W | Curfew Alley. |
| 191 | Cypress Alley. | N&S from Lombard St. | 1S-1W | Sutton St. |

| No. | Present Name. | Location. | Sq. Mi. | New Name. |
|---|---|---|---|---|
| 192 | Dale Ave. | E&W from Franklin Ave. | 3N-4&5E | Daywalt Ave. |
| 193 | Dallas Ct. | Rear of No. 7-21 N. Dallas St. | 1S-2E | Dawn Court. |
| 194 | Daniel St. | E&W from Greenmount Ave. | 1N-1E | Dane St. |
| 195 | Davis Ave. | E&W from Taney Rd. | 5N-4&5W | Winner Ave. |
| 196 | Davis Ave. | N&S from Labyrinth Rd. | 5N-5W | Wallis Ave. |
| 197 | Decker Ave. | NE & SW from Eutaw Hghts. Av. | 3N-3E | Heckel Ave. |
| 198 | Decker Alley. | N&S from Eager St. | 1N-1W | Deab Alley. |
| 199 | Delaware Ave. | SE & NW from intersection of Belair Rd. and Glen Ave. | 4N-5E | Anthony Ave |
| 200 | Dennis Ave. | NE & SW from Grinnalds Ave. | 2S-2W | Carroll St. |
| 201 | Division Ave. | E&W from Park Heights Ave. | 4&5N-5W | Parkington Ave. |
| 202 | Doeller Ave. | N&S from Northern Parkway | 5N-4E | Elsrode Ave. |
| 203 | Donohue Ct. | E&W from Patt. Park Ave. | 1S-2E | Duker Court. |
| 203a | Dorchester Ave. | E&W from Homer Ave. | 4N-3&4W | Dupont Ave. |
| 204 | Dugan St. | E&W from Water St. | 4&5S-2E | Dunlap St. |
| 205 | Duncan Alley. | N&S from Appold St. | 1&2N-2E | Duncan St. |
| 206 | Duncan Lane. | E&W from Loneys Lane | 1N-3&4E | Duncanwood La. |
| 207 | Duvall Rd. | N&S from Dalrymple Ave. | 2N-5W | Wakefield Rd. |
| 208 | Eager Place. | E&W from Patterson Pk. Ave. | 1N-2E | Eager St. |
| 209 | East Wood Ave. | E&W from Penbrook Ave. | 3N-2W | Eastman Ave. |
| 210 | Edgemere Ave. | N&S of Park Hill Ave. | 3N-3W | Edgegreen Ave. |
| 211 | Edgewood Ave. | N&S from Franklin Ave. | 3N-4E | Greenhill Ave. |
| 212 | Edgewood Ave. | N&S from May Ave. | 4&5N-5E | Ridgeview Ave. |
| 213 | Edgewood Ave. | E&W from Harford Rd. | 5N-4E | Roselawn Ave. |
| 214 | Edna Ave. | N&S from List Ave. | 4N-3E | Morello Rd. |
| 215 | Edward St. | E&W from Aisquith St. | 1S-1E | Edythe St. |
| 216 | Elizabeth Ave. | E&W from Belair Ave. | 2N-3E | Lake Ave. |
| 217 | Elizabeth Ave. | N&S from Brehm's Lane | 1N-3E | Ewing Ave. |
| 218 | Elizabeth La. | N from Heath St. | 2S-1E | Elkins La. |
| 218a | Elizabeth Lane | S from Heath St. | 2S-1E | Marshall St. |
| 219 | Ellicot St. | E&W from Falls Rd. | 3N-2W | 37th St. |
| 220 | Ellwood Place. | N&S from North Ave. | 2N-2E | McDonough St. |
| 221 | Elm Ave. | NW & SE from Maple Ave. | 6N-3W | Elmbank Ave. |
| 222 | Elm St. | E&W from Main St. | 3S-2W | Elmira St. |
| 223 | Elm St. | E&W from Curtis Ave. | 5&6S-2E | Elmtree St. |
| 224 | Elmwood Ave. | N&S from Hamilton Ave. | 5N-3E | Tramore Rd. |
| 225 | Eloise Ave. | E&W from List Ave. | 4N-3E | Elsrode Ave. |
| 226 | Elrita Ave. | SW & NE from Lititia Ave. | 3S-2W | Carroll St. |
| 227 | Elsinor Ave. | E&W from York Rd. | 5N-1E | Rosebank Ave. |
| 228 | Englewood Ave. | SE & NW from Edgehill Ave. | 3N-2W | Engleton Ave. |
| 228a | Ensor Ave. or Enson Ave. | N&S from Westfall Ave. and N&S from Glenmore Ave. | 5N-4E | Burgess Ave. |
| 229 | Ethland Ave. | N&S from Forest Park Ave. | 2N-5W | N. Loudon Ave. |

| No. | Present Name. | Location. | Sq. Mi. | New Name. |
|---|---|---|---|---|
| 230 | Etta-Vista Ave. | N&S from Strathmore Ave. | 4N-3E | Elsrode Ave. |
| 231 | Euclid Ave. | N&S from Royston Ave. | 5N-4E | Eunice Ave. |
| 232 | Euclid Ave. | E from Green Spring Ave. | 5N-3W | Enslow Ave. |
| 233 | Eutaw St. | NE from Atlantic Ave. | 3S-2W | Pierpont St. |
| 234 | Eutaw Ct. | E&W from Eutaw St. | 1S-1W | Pierce St. |
| 235 | Evergreen Ave. | E&W from Kennsington Ave. | 4N-4&5W | Elderon Ave. |
| 236 | Evergreen Ave. | N&S from Maple Ave. | 5N-5E | Everall Ave. |
| 237 | Evergreen Place. | E&W from Park Heights Ave. to Palmer Ave. | 4N-4W | Spaulding Ave. |
| 238 | Exeter Ave. | N&S from Liberty Hghts. Ave. | 3N-5&6W | Silver Hill Ave. |
| 239 | Exeter Place. | N&S from Liberty Hghts. Ave. | 3N-5W | Silver Hill Ave |
| 240 | Fairfield Ave. | E&W from Harford Ave. | 5N-4E | Pinewood Ave. |
| 241 | Fairmount Ave. | E&W from Belair Rd. | 3&4N-4E | Arizona Ave. |
| 242 | Fairmount Rd. | NW from Cross Country Blvd. | 5N-5W | Fallstaff Rd. |
| 243 | Fairmount Rd. | SW from Rectory Rd. | 5N-3W | Fairbank Rd. |
| 244 | Fair Oak Ave. | E&W from Star Lane | 2N-1E | 31st St. |
| 245 | Fairview Ave. | N&S from Park Ave. | 4&5N-5E | Fairdel Ave. |
| 246 | Fairview Ave. | N&S from Bowley's Lane | 1N-5E | Fairhill Ave. |
| 247 | Fairview Ave. | N&S from Patapsco Ave., Curtis Bay | 5&6S-2E | Fairhaven Ave. |
| 248 | Fairview Ave. | SE & NW from Furley Ave. | 2&3N-4E | St. Thomas Ave. |
| 249 | Fairview Ave. | N from White Ave. | 4N-4E | Fairwood Ave. |
| 250 | Fairview Ave. | N&S from Old Frederick Rd. | 2S-3W | McCurley St. |
| 251 | Fairview Ave. | NW & SE from Summerfield Ave. | 4E-3N | Willshire Ave. |
| 252 | Falls St. | N&S from Holkman St. | 2S-2W | Maisel St. |
| 253 | Falls Road Ter. | E side Falls Rd. | 4&5-2W | Falls Rd. |
| 254 | Fayette Ave. | NE & SW from Sipple Ave. | 2N-4E | Mannasota Ave. |
| 255 | Ferndale Ave. | S from Woodlyn Ave. | 5N-3E | Fernbank Ave |
| 256 | Ferndale Ave. | NW from Morton Ave. | 3N-5W | Fernpark Ave. |
| 257 | Fernwood Ave. | E&W from 3rd St. | 2S-4E | Hudson St. |
| 258 | Finney Rd. | SW from Furley Square | 3N-4E | Findlay Rd. |
| 259 | Florence St. | N&S from Fulton Ave. | 2N-2W | Flora St. |
| 260 | Forest Ave. | N&S from Norwood Ave. | 2&3N-5W | Fendall Rd. |
| 261 | Forest Ave. | NW & SE from Georgetown Rd. | 3S-3W | Forrest Hill Ave. |
| 262 | Forest Ave. | N&S from Strathmore Ave. | 5N-5W | Fowler Ave. |
| 263 | Forest Ave. | E&W from Harford Rd. | 5N-4&5E | Chesley Ave. |
| 264 | Forest Ave. | E&W from Old Western City Line | 2N-4&5W | Forest Park Ave. |
| 265 | Forest Lane. | N&S from Liberty Hghts. Ave. | 2N-4&5W | Fordney Lane |
| 266 | Forest Place. | N&S from Biddle St. | 1N-1E | Forest St. |
| 267 | Forrester Ave. | N&S from Hamilton Ave. | 4N-3&4E | Arabia Ave. |

| No. | Present Name. | Location. | Sq. Mi. | New Name. |
|---|---|---|---|---|
| 269 | Foster Ave. or La. | N&S from Nichol La. | 4&5N-1E | Clear Spring Rd. |
| 270 | Foster St. | E&W from Essex St. | 1S-2, 3&4E | Foster Ave. |
| 271 | Fountain Alley. | N&S from Ulrich Ave. | 1S-1E | Burkett Court. |
| 272 | Franklin Ave. | SE from intersection of Hamilton and Carter Aves. | 2, 3, 4N-4E | Frankford Ave. |
| 273 | Franklin Ave. | E&W from Elizabeth Ave. | 3&4S-3W | Frank Ave. |
| 274 | Franklin Rd. | N&S from Edmondson Ave. | 1N-3, 4, 5, 6W | Franklintown Rd. |
| 275 | Franklin St. | N&S from 5th St. | 5S-1E | Frankle St. |
| 276 | Franklin Terrace. | E&W from Greenmount Ave. | 3N-1E | 41st St. |
| 277 | Freda Ave. | E&W from Halcyon Ave. | 4N-3E | Halcyon Ave. |
| 278 | Frederick Rd. | Continuation of Frederick Ave. in New Annex | 2S-4, 5, 6W | Frederick Ave. |
| 279 | Frederick Hts. Ave. | E of Longwood St., S of Frederick Ave. | 2S-3W | Parksley Ave. |
| 280 | Frederick St. | E&W from 7th St., Brooklyn, | 5S-1E | Freeman St. |
| 281 | Friendsbury St. | N&S from Westwood Ave. | 2N-2W | McKeen Ave. |
| 282 | Friendship St. | N&S from Orleans St. | 1S-1E | Freeland St. |
| 283 | Frisby Ave. | N&S from Wyanoke Ave. | 3N-1E | Frisby St. |
| 284 | Frisby St. | N&S from 28th St. | 1N-1E | Mathews St. |
| 285 | Front St. | N&S from Park Ave. | 3N-2W | Seneca St. |
| 286 | Furley Ave. | NE from intersection of Brehm's Lane and Bowley's Lane to Fairview Ave. and from Fairview to Sipple Aves. | 3N-3, 4E | Mannasota Ave. |
| 287 | Furley Square. | SE from Homestead St. | 3N-4E | St. Thomas Ave. |
| 288 | Gallagher Court. | E&W from Collington Ave. | 1S-2E | Duker Court. |
| 289 | Garrett St. | E&W from Liberty St. | 1S-1W | Fairmount Ave. |
| 290 | Garrison St. | E&W from East Park Drive | 5S-2E | Hazel St. |
| 291 | Garrison Lane. | N&S from Edmondson Ave. | 1S-3W | Franklintown Rd. |
| 292 | Gebb Ave. | N&S from Batavia Ave. | 4N-3E | Richard Ave. |
| 293 | Gelston Court. | E&W from Arlington Ave. | 1S-2W | Clay St. |
| 294 | George Ave. | N&S from Mary Ave. | 4, 5N-4E | Arabia Ave. |
| 295 | George Ave. | N&S from Charles Ave. | 3S-3W | Vance Ave. |
| 296 | George St. | E&W from Riverview Ave. | 2S-4, 5E | Brown Ave. |
| 297 | George Alley. | N&S from Biddle St. | 1S-1W | Wilmer Court. |
| 298 | Georgia Ave. | E&W from Hamilton Ave. | 3N-5W | Auburn Ave. |
| 299 | German Ave. | N&S from German Lane | 5N-4E | Moyer Ave. |
| 300 | Glen Ave. | N&S from Arlington Ave. | 4N-1E | Ivanhoe Ave. |
| 301 | Glen Ave. | E&W from Rose Ave | 4N-5E | Glenmore Ave. |
| 302 | Glenmore Ave. | E&W from Reisterstown Rd. | 4N-4, 5W | Ken Oak Rd. |

| No. | Present Name. | Location. | Sq. Mi. | New Name. |
|---|---|---|---|---|
| 303 | Glenmore Ave. | SE & NW from Carter Ave. | 4N-4E | Glenarm Ave. |
| 304 | Glenmore Ave. | N from intersection of Harford Rd. to Northern Boundary | 5N-4E | Old Harford Rd. |
| 305 | Glenvale Ave. | N&S from Northern Parkway | 5N-4E | Glenoak Ave. |
| 306 | Glenwood Ave. | N&S from Hazelwood Ave. | 3N-4E | Greenhill Ave. |
| 307 | Glenwood Ave. | E&W from Conduit Ave. | 3N-2W | Cox St. |
| 308 | Glenwood St. | From Overton to Williston St. | 2S-5W | Hazlett Ave. |
| 309 | Gordon Lane. | E&W from Reisterstown Rd. | 3N-3W | Quantico Ave. |
| 310 | Grace Court. | N&S from Lemmon St. | 1S-1W | Jasper St. |
| 311 | Graham St. | N&S from B. & O. R. R. | 4S-2E | Grady St. |
| 312 | Grant Ave. | SE & NW from Arlington Ave. | 3, 4N-1E | Willow Ave. |
| 314 | Grantley St. | N&S from Liberty Heights Ave. | 3N-4W | Grantley Rd. |
| 315 | Great Market St. | W from Gwynns Falls, S of Sassafras St. | 3S-2W | Wicomico St. |
| 316 | Greenwood Lane. | N&S from Melvale Ave. | 4N-2W | Hickory Ave. |
| 317 | Griffins Court. | N&S from Eastern Ave. | 1S-2E | Choptank Court. |
| 318 | Grindon Ave. | N&S from Northern Parkway | 5N-5E | Fairdel Ave. |
| 319 | Grindon Ave. | NW & SE from Belair Rd. | 3N-3E | Grenton Ave. |
| 320 | Grove Ave. | E&W from Harford Rd. | 5N-4E | Christopher Ave. |
| 321 | Grove St. | N&S from Winston Ave. | 3N-1E | Ivanhoe Ave. |
| 322 | Gwynn St. | S from Frederick Ave. | 2S-3W | Font Hill Ave. |
| 323 | Gwynn St. | N&S from Essex St. | 1S-2E | Patt. Pk. Ave. |
| 324 | Gwynns Falls Rd. | N&S from Windsor Mill Rd. | 2N-5W | Wetheredsville Rd. |
| 324a | Halycon Park Ave. or Rd. | W. from Harford Rd. | 4N-3E | Halycon Ave. |
| 325 | Hamilton Ave. | E from Herring Run | 5N-2&3E | Gibbons Ave. |
| 326 | Hamilton Ave., Extd. | E&W from Valley Rd. | 5N-3E | Hamilton Ave. |
| 327 | Hamilton Ave. | N&S from Haddon Ave. | 2&3N-5W | Howard Pk. Ave. |
| 328 | Hamilton Ave. | One block N from Highland Ave. | 5N-3E | Grindon Ave. |
| 329 | Hamilton Ave. | SE from Hazelwood Ave. | 3N-5E | Hamilton Ave. |
| 330 | Hamilton Court. | N&S from Latona Rd. | 4N-3E | Hamlet Ave. |
| 331 | Hamilton Rd. | SW from Rogers Ave. | 5N-3W | Greenberry Rd. |
| 332 | Hammond Alley. | E&W from Caroline St. | 1S-2E | Duker Alley. |
| 333 | Hampden Ave. | E&W from Cedar Ave. | 3N-1W | Berry St. |
| 335 | Harmon Alley. | N&S from Randall St. | 2S-1W | Harden Court. |
| 336 | Harris Alley. | N&S from Hudson St. | 2S-3E | Belnord Ave. |
| 337 | Harwood Court. | E&W from Clinton St. | 2S-3E | Harmony Court. |
| 338 | Harwood St. | E&W from Guilford Ave. | 2N-1E | Lorraine Ave. |
| 339 | Hawthorne Ave. | NW & SE from Sycamore Ave. | 4&5N-3E | Wisteria Ave. |
| 340 | Hawthorne Ave. | E&W from Garrison Ave. | 3N-4&5W | Chatham Rd. |
| 341 | Hayward St. | N&S from Lombard St. | 1S-1W | Hayes St. |
| 342 | Hazelwood Ave. | SE from Belair Rd. | 3&4N-4&5E | Hamilton Ave. |

| No. | Present Name. | Location. | Sq. Mi. | New Name. |
|---|---|---|---|---|
| 343 | Henderson St. | E&W from Greenmount Ave. | 3N-1E | Venable Ave. |
| 344 | Henrietta Ave. | N&S from Freda Ave. | 4N-3E | Catalpha Rd. |
| 345 | Henry St. | E&W from Falls Rd. | 6N-2W | Appleby Ave. |
| 346 | Herbert Alley. | E&W from Central Ave. | 1S-1E | Waldo Court. |
| 347 | Hess Court. | N from Hughes St., E & W of Hanover St. | 2S-1W | Hessman Court. |
| 348 | Hickory St. | N&S from Locust Ave. | 5N-5E | Rosemont Ave. |
| 349 | Hickory St. | E&W from West Park Drive, Curtis Bay | 5S-2E | Locust St. |
| 350 | Highland Ave. | E&W from Valley Rd. | 5N-3E | Gibbons Ave. |
| 351 | Highland Ave. | N&S from Rogers Ave. | 5N-3W | Wexford Rd. |
| 352 | Highland Ave. | NE & SW from Parkwood Ave. | 3S-3W | Highman Ave. |
| 353 | Hill Rd. | N&S from Park Ave. | 4N-5E | Highbee Rd. |
| 354 | Hill St. | E&W from Font Hill Ave. | 2S-3W | Hillvet St. |
| 355 | Hillcrest Drive. | NE & SW from Yorkshire Drive | 5N-1E | Highwood Drive. |
| 355a | Hillcrest Rd. | E from Lyndhurst Ave. | 2N-4W | Mondawmin Ave. |
| 356 | Hillside Rd. | SW from Reisterstown Rd. | 3N-3W | Hilliard Rd. |
| 357 | Hillside Drive. | SW from Overland Ave. | 3N-3E | Hilledge Drive. |
| 358 | Hillside Rd. or Pitcher Rd. | SW from Custer Rd. | 3S-4W | Harkins Rd. |
| 359 | Hilton Way. | N&S from Southern Ave. | 3N-3&4E | Eugene Ave. |
| 360 | Hilltop Rd. | E&W from Drury Lane | 1S-5W | Brook Green Rd. |
| 361 | Hilltop Rd. | N&S from South Ave. | 5N-3W | Cross Country Rd. |
| 362 | Hillside Ave. | N&S from Manhattan Ave. | 4N-4W | Hamlin Ave. |
| 363 | Hoffman's Lane. | NW from Dorsey's Lane | 1S-3&4W | Phelps Lane. |
| 364 | Holbrook Ave. | SW & NE from Reisterstown Rd. | 4N-5W | Watkinson Ave. |
| 365 | Holly St. | E&W from Curtis St. | 5S-2E | Holtot St. |
| 366 | Holly Ave. | N&S from Hawthorne Ave. | 4&5N-3E | Morello Rd. |
| 367 | Homeland Ave. | E&W from Reisterstown Rd. | 4N-5W | Menlo Drive. |
| 368 | Homeland Ave. | N&S from Glenmore Ave. | 5N-4E | Eunice Ave. |
| 369 | Homestead St. | SW & NE from Furley Ave. | 3N-3&4E | Kavon Ave. |
| 370 | Hope Ave. | N&S from Strathmore Ave. | 4N-5W | Hopeton Ave. |
| 371 | Hooper Ave. | N&S from Smith Ave. | 5N-2W | Forge Ave. |
| 372 | Howard Place. | E&W from Park Heights Ave. | 3N-3W | Boarman Ave. |
| 373 | Howard Ave. | N&S from Belvedere Ave. | 4N-4W | Linden Hghts. Av. |
| 374 | Howard Ave. | N&S from Homeland Ave. | 4N-5W | Howarth Ave. |
| 375 | Howard Ave. | SE from Taney Rd. | 5N-4W | Rusk Ave. |
| 376 | Howard Ave. | E&W from Pimlico Rd. | 4N-3W | Cylburn Ave. |
| 377 | Hudson Alley. | N&S from Mt. Royal Ave. | 1N-1W | Shirk Alley. |
| 378 | Idaho Ave. | NW from intersection of Liberty Heights and Tioga Ave. | 2N-3W | Iverson Ave. |
| 379 | Ivanhoe Place. | N&S from Glenwood Ave. | 4N-1E | Ivanhoe Ave. |

| No. | Present Name. | Location. | Sq. Mi. | New Name. |
|---|---|---|---|---|
| 380 | Ivy Lane. | E&W from Park Ave. | 1S-1W | Pleasant St. |
| 381 | Jackson Ave. | N&S from Idaho Ave. to Hamilton Ave. | 3&4N-4E | Hilltop Ave. |
| 382 | Jackson Court. | E&W from Spring St. | 1S-1E | Lina Court. |
| 383 | Jackson St. | E&W from 1st St., Brooklyn | 5S-1E | Jack St. |
| 385 | James Ave. | N&S from Grindon Ave. | 4N-3E | Mainfield Ave. |
| 386 | James Rd. | N&S from Belvedere Ave. | 4N-4W | Linden Hghts. Av. |
| 387 | James St. | E&W from Dugan St., Curtis Bay | 4S-2E | Jamison St. |
| 388 | Jefferson St. | E&W from 1st St., Brooklyn | 5S-1E | Jeffrey St. |
| 389 | Jenkins Ave. | N&S from Brendan Ave. | 2N-3E | Harwell Ave. |
| 390 | John Ave. | From Joseph to Veronika Ave. | 4S-1W | Joplea Ave. |
| 391 | Johnson Ave. | N&S from Belvedere Ave. | 5N-1W | Embla Ave. |
| 392 | Jordan Ave. | E&W from Walnut Ave. to Old Harford Rd. | 5N-3E | Christopher Ave. |
| 393 | Jordan St. | From Dugan St. to Shell Rd. | 5S-2E | Julia St. |
| 394 | Kaufman Place. | N&S from Lexington St. | 1S-3W | Gorman Ave. |
| 395 | Keene Lane. | SW from Penna. Ave., N of Fulton Ave. | 2N-2W | Keeler Lane. |
| 396 | Kennedy Ave. | N&S from Key Ave. | 5N-4W | Berkley Ave. |
| 396a | Ken Oak Ave. | E from Green Spring Ave | 5N-3W | Ken Oak Rd. |
| 397 | Kensington Ave. | SW & NE from Reisterstown Rd. | 4N-5W | Kenshaw Ave. |
| 398 | Kensington Ave. | E&W from Eldorado Ave. | 4N-5W | Kennison Ave. |
| 400 | Kent Ave. | N&S from Forest Park Ave. | 2N-4W | Lynhurst Ave. |
| 401 | Kents Court. | N&S from Nolans Court | 1S-1E | Burkett Court. |
| 403 | Key Ave. | E&W from Green Spring Ave. | 5N-5W | Cheswolde Rd. |
| 404 | Keyworth Ave. | N&S from 39th St. | 3N-2W | Keystone Ave. |
| 405 | Kimberly Ave. | E&W from 34th St. | 2S-5E | Eastbourne Ave. |
| 405a | Knox Ave. | N&S from Albion Ave. to Arlington Ave. | 4N-2E | Grindon Ave. |
| 405b | Krebs Ave. | Greenspring Ave. to Pimlico Rd. | 5N-3W | Crest Rd. |
| 407 | Lake Ave. | E&W from Parkdale Ave. | 3N-2W | Lane Ave. |
| 408 | Lake Drive. | N from Erdman Ave., W of Harford Rd. | 3N-2E | Lake Montebello Drive. |
| 409 | Lakewood Ave. | W from Hollins Ferry Rd., S of Belvedere Ave. | 3S-2W | Lakeland Ave. |

| No. | Present Name. | Location. | Sq. Mi. | New Name. |
|---|---|---|---|---|
| 410 | Laurel Ave. | NE & SW from intersection of Valley Rd. and Hamilton Ave. | 5N-3E | Laurelton Ave. |
| 411 | Laurel St. | SE from intersection of Linden St. to W. M. R. R. | 3S-2W | Laurey St. |
| 412 | Laurel St. | E&W from West Park Drive | 5S-1&2E | Hazel St. |
| 413 | Laurel St. | E&W from Aisquith St. | 1S-1E | Fairmount Ave. |
| 414 | Lauretta Ave. | From SW of Overland Ave. to Grindon Ave. | 3&4N-3E | Elsrode Ave. |
| 415 | Lawrence Ave. | N&S from Wyndhurst Ave. | 4N-1W | Lawndale Ave |
| 416 | Leadenhall Ct. | E from No. 911 Leadenhall St. | 2S-1W | Wagners Ct. |
| 417 | Lemon Alley. | E&W from Dallas St. | 1S-2E | Short Alley. |
| 418 | Lenox Ave. | SE from Maynadier Lane | 5N-1E | Lenton Ave. |
| 419 | Lillian Ave. | N&S from Gwynn Oak Ave. | 2&3N-5W | Silver Hill Ave. |
| 420 | Lincoln Court. or Bohemia Court. | E&W from Washington St. | 1S-2E | Borden Court. |
| 421 | Linden Ave. | E&W from Beauregard Ave. | 4N-1E | Linworth Ave. |
| 422 | Linden Ave. | E&W from West St., Curtis Bay | 5S-2E | Lindsay St. |
| 423 | Linden Ave. | N&S from Woodberry Ave. | 3N-2W | Linhill Ave. |
| 424 | Linden St. | From Gwynns Falls to Elm St., West of B. & O. R. R. | 2&3S-2W | Langley St. |
| 425 | Linden Ave. or Lindenwood Ave. | N&S from Hemlock Ave. | 5N-3E | Laurelton Ave. |
| 426 | Linwood Ave. | E&W from Roland Ave. | 5N-1&2W | Deepdene Rd. |
| 427 | Linwood Ave. | E&W from Old Pimlico Rd. | 4&5N-4W | Ken Oak Rd. |
| 428 | Lloyd Ave. | N&S from Liberty Heights Ave. | 3N-5W | Milford Ave. |
| 429 | Locust Ave. | N&S from Willow Ave. | 4N-1E | Alhambra Ave. |
| 430 | Locust Ave. | E&W from Hickory St. | 4&5N-5E | Pinewood Ave. |
| 431 | Locust St. | NW & SE from Berlin St. | 2S-2W | Ontario Ave. |
| 432 | Longwood Ave. | N&S from Frederick Rd. | 2S-5W | Long Island Ave. |
| 433 | Louisa Ave. | E&W from Harford Rd. | 5N-4E | Louise Ave. |
| 434 | Loyola Hghts. Ave. | E&W from Park Heights Ave. | 3N-3W | Quantico Ave |
| 435 | Lyndale Rd. | N&S from Liberty Heights Ave. | 2N-3W | Lynchester Rd |
| 436 | Madison Ave. | SE from Loney's Lane and Madison St. | 1N-3E | Madison St. |
| 437 | Magnolia Ave. | From Latona Rd. to Evergreen Ave. | 4N-3E | Elsrode Ave. |
| 438 | Magnolia Ave. | N&S from Wilkens Ave. | 2S-4W | Bloomfield Ave. |
| 439 | Main St. | SE & NW from Wash. Blvd. | 2&3S-2W | Maisel St. |
| 440 | Maine Ave. | E&W from Upland Ave. | 4N-2&3E | Mainfield Ave. |
| 441 | Main Ave. | N&S from Arbuton Ave. | 3S-2W | Puget St. |
| 442 | Maine Ave. | NE & SW from Montanna Ave. | 4N-4E | Benton Hghts. Av. |
| 443 | Malcolm Lane. | E&W from Star Lane | 3N-1E | 38th St. |

| No. | Present Name. | Location. | Sq. Mi. | New Name. |
|---|---|---|---|---|
| 444 | Maple Ave. | N&S from Woodberry Ave. | 3N-2W | Malden Ave. |
| 445 | Maple Ave. | NW from Holbrook Ave. | 4N-5W | Fairlawn Ave. |
| 446 | Maple Ave. | N&S from Frederick Ave. | 2S-4&5W | Martingale Ave. |
| 447 | Maple Ave. | From Ridge Ave. to Eastern City Boundary | 5N-5E | Northern Pkwy. |
| 448 | Maple Ave. | N&S from Hamilton Ave. | 5N-3E | Hamlet Ave. |
| 449 | Maple Ave. | N&S from Evergreen Ave. | 5N-3E | Hamlet Ave. |
| 450 | Maple Ave. | That portion running in northwesterly direction and being southwest of Smith Ave. | 5&6N-3W | Maywood Ave. |
| 451 | Maple Ave. | SW from Smith Ave. to bend | 5&6N-3W | Kenway Rd. |
| 452 | Maple Ave. | SW from Smith Ave. to bend | 5&6N-3W | Thornbury Rd. |
| 453 | Maple Ave. | N from Mt. Hope Ave. | 4N-5W | Vincennes Ave. |
| 454 | Maple Ave. | SW from Forest Ave. | 1N-6W | Maple Park Ave. |
| 455 | Maple Ave. | SW from Whittemore Ave. | 3S-4W | Hineline Rd. |
| 456 | Maple Ave. | NW from Wilkens Ave. to P., B. & W. R. R. | 2S-4W | Primson Ave. |
| 457 | Maple Place. | N&S from Philadelphia Rd. | 1N-4E | Mapleton Ave. |
| 458 | Maple St. | From Prospect Ave., south to East Park Drive | 5S-2E | Montevedeo St. |
| 459 | Maplewood Ave. | N&S from Cator Ave. | 3N-1E | Frisby St. |
| 460 | Marriot St. | NE & SW from Millington Ave. | 2S-3W | Dulany St. |
| 461 | Marshall Court. | Rear of 10 S 1st St., Brooklyn | 5S-1E | Marsden Court. |
| 462 | Marshall Court. | E&W from 1st St., Brooklyn | 5S-1E | Marsden Court. |
| 463 | Martin Ave. | SE from Taney Rd. | 5N-4W | Berkley Ave. |
| 464 | Maryland Ave. | From Park Av. to Rockdale Av. | 4N-5E | Greenhill Ave. |
| 465 | Maryland Ave. | E from 1st St., Brooklyn | 4&5S-1E | Maude Ave. |
| 466 | Maryland Ave. | From Russell St. to Cherry Hill Rd. | 2&3S-1W | Annapolis Rd. |
| 467 | Maryland Ave. | NW & SE from Linwood Ave. | 4N-4W | Clover Rd. |
| 468 | Maryland Ave. | N&S from Charles Ave. | 3&4S-3W | Mardel Ave. |
| 469 | Maryland Ave. | SW & NE from Parkwood Ave. | 3S-4W | Mendell Ave. |
| 470 | Maryland St. | E&W from Charlott Ave. | 2S-5E | Duluth Ave. |
| 471 | Mason St. | E&W from James St., Curtis Bay | 4&5S-2E | Matson Alley. |
| 472 | May Ave. | E&W from Glenmount Ave. | 4N-5E | Mayberry Ave. |
| 473 | May Ave. | N&S from Rockdale Ave. | 4N-4E | Kavon Ave. |
| 474 | Mayfield Ave. | N&S from Frederick Rd. | 2S-5W | Maxwell Ave. |
| 475 | Maynadier Lane. | NE & SW from Evesham Ave. | 5N-1E | Marjorie Lane. |
| 476 | McCabe Court. | E&W of William St. | 2S-1E | Sumwalt Court. |
| 477 | McCann St. | E&W from River View Ave. | 2S-4E | Eastbourne Ave. |
| 478 | McCulloh Alley. | SE & NW from Gold St. | 1N-2W | Tiffany Alley. |

| No. | Present Name. | Location. | Sq. Mi. | New Name. |
|---|---|---|---|---|
| 479 | McDonald Ave. | N&S from Mary Ave. | 5N-4E | Richard Ave. |
| 480 | McHenry Ave. | From Key Ave. to Carroll Rd. | 5N-4W | Woodcrest Ave. |
| 481 | McTavish Ave. | E&W from Primrose Ave. | 3S-3&4W | Runnymede Rd. |
| 482 | McTavish St. | From Stafford La. to Penna. R. R. | 2S-3W | McTeague St. |
| 483 | Meadow Ave. | E&W from Sefton Ave. | 4N-4E | Mary Ave. |
| 484 | Melvin Ave. | NW & SE from Hayward Ave. | 4N-4W | Beaufort Ave. |
| 485 | Melrose Alley. | E&W from Pine St. | 1S-1W | Born Court. |
| 486 | Melrose Ave. | N&S from 5th Ave. | 2S-5E | Memphis Ave. |
| 487 | Mercer Alley. | E&W from Eutaw St. | 1S-1W | Pierce St. |
| 488 | Merryman Ave. | E&W from Falls Rd. | 3N-2W | Fortieth St. |
| 489 | Merryman Lane. | E&W from Falls Rd. | 3N-2W | 40th St. |
| 490 | Midwood Ave. | Ethelbert to Stuart Ave. | 5N-4W | Sulgrave Ave. |
| 491 | Milton Ave. | N from Bank Ave., W. of Main Av. | 3S-2W | Huron St. |
| 492 | Monastery Alley. | N&S from Mulberry St. | 1S-1W | Montague Alley. |
| 493 | Monmonier Court. | E&W from Washington St. | 1S-2E | Duker Court. |
| 494 | Monroe Ave. | N&S from Arlington Ave. | 4N-1E | Minerva Ave. |
| 495 | Montebello Ave. | NW from Harford Rd. | 4N-2&3E | Montebello Ter. |
| 496 | Montebello Ave. | N&S from Elm St. | 5&6S-2E | Montehill Ave. |
| 497 | Monteverde Ave. | E&W from Old Pimlico Rd. | 4N-3W | Spaulding Ave. |
| 498 | Montgomery Ave. | N&S from Liberty Heights Ave. | 3N-5W | Mohawk Ave. |
| 499 | Montgomery Rd. | From Alto Ave. to Windsor Mill Rd. | 1N-4W | Monticello Rd. |
| 500 | Montgomery Rd. | From Alto Ave. to Queen Anne Rd. | 2N-4W | Alto Rd. |
| 501 | Morris Ave. | From Auchentoroly Terrace to Orem Ave. | 2N-2W | Woodbrook Ave. |
| 502 | Morton Ave. | NE from Ferndale to Wesley Ave. | 3N-5W | Ferndale Ave. |
| 503 | Morton Ave. | From Belvedere Ave. to Reisterstown Rd. | 4N-4W | Arbutus Ave. |
| 504 | Morton St. | E&W from Norwood Rd. | 4N-1E | Merrill St. |
| 505 | Muesson Ave. or Jordan Ave. | E&W from Walnut Ave. | 5N-3E | Christopher Ave. |
| 506 | Myrtle Place. | E&W from East Ave. | 1S-3E | Noble St. |
| 507 | Myrtle Ave. | N&S from Church St., Curtis Bay | 6S-1E | Murial Ave. |
| 508 | Nevada Lane. | N&S from Westphall Ave. | 5N-4E | Neola Lane. |
| 509 | Nicholson Ave. | From Grindon to Freda Ave. | 4N-3E | Pilgrim Rd. |
| 510 | Norfolk St. | N&S from Annapolis Ave. | 3S-2W | Norwich St. |
| 511 | Norman Ave. | N&S from Edmondson Ave. | 1S-4W | Normandy Ave. |

| No. | Present Name. | Location. | Sq. Mi. | New Name. |
|---|---|---|---|---|
| 512 | Norman Ave. | From Bucks Lane to Belvieu Ave. | 3N-5W | Wilvan Ave. |
| 513 | Norman Ave. | E&W from Old Trappe Rd. | 2S-5E | Danville Ave. |
| 515 | Norris Ave. | E&W from Reistertown Rd. | 4N-5W | Pinkney Rd. |
| 516 | North Ave. | N&S from Willow Ave. | 4N-1E | Ivanhoe Ave. |
| 517 | North Ave. | NE & SW from Green Spring Ave. | 5N-2&3W | Sulgrave Ave. |
| 518 | North Ave. | E from Stonehouse Cove, S of Stonehouse Cove Rd. | 5S-3E | Northbridge Ave. |
| 519 | North Rd. | E&W from Chelsea Rd. | 1N-4W | Nortonia Rd. |
| 520 | North St. | E&W from Pennington Ave., Curtis Bay | 6S-2E | Nora St. |
| 520a | N Prospect Ave. | N from Garrison Ave (Curtis Bay) | 5&6S-2E | Pascal Ave. |
| 521 | Norwood Ave. | N&S from Liberty Heights Ave. | 3N-5W | Hillsdale Rd. |
| 522 | Norwood Ave. | E&W from Harford Rd. | 2N-2E | Normal Ave. |
| 523 | Norwood Ave. | N&S of Frederick Ave. | 2S-5W | Chaplegate Lane. |
| 524 | Numsen Alley. | SW from Druid Hill Ave. | 1N-1W | Camel St. |
| 525 | Oak Ave. | E&W from Franklin Ave. | 2&3N-4E | Omaha Ave. |
| 526 | Oak Ave or Oakwood Ave. | SW&NE from Parkwood Ave. | 3S-3W | Ottawa Ave. |
| 527 | Oak Lane. | N&S from Gittings Ave. | 5&6N-1E | Pinehurst Rd. |
| 528 | Oak Place. | S from Charles St. to Canterbury Rd. | 3N-1W | Canterbury Rd. |
| 529 | Oak Place. | E&W from Sherbrook Ave. | 4N-5W | Oakleaf Ave. |
| 530 | Oak Rd. | From Oakley Rd. to Woodland Ave. | 4N-3W | Olney Rd. |
| 531 | Oak St. | N&S from Locust Ave. | 5N-5E | Brook Ave. |
| 532 | Oak St. | From 7th to 9th St. | 3S-2&3W | Carroll St. |
| 533 | Oak St. | From East Park Drive to Montebello Ave. | 6S-2E | Filbert St. |
| 534 | Oakdale Ave. | From Old Pimlico Rd. to Green Spring Ave. | 4N-3W | Dupont Ave. |
| 535 | Oakdale Ave. | From Shraver Ave. to Eastern City Boundary | 1&2N-5E | Odell Ave. |
| 536 | Oakdale Ave. | N&S from Hamilton Ave. | 5N-2E | Oakview Ave. |
| 537 | Oakdale Place. | From 62nd St. to Woodland Av. | 2N-5E | Osborn Place. |
| 538 | Oakland Ave. | W from intersection of Old Harford Rd. and Harford Rd. | 5N-3&4E | Glenmore Ave. |
| 539 | Oakland Ave. | N&S from Latona Rd. | 4N-3E | Morello Rd. |
| 540 | Oakland Ave. or Gra-Bro Ave. | E&W from Forest Park Ave. | 1N-5W | Oaklawn Ave. |
| 541 | Oakley St. | W from Kirby Lane | 1S-2W | Rayner Ave. |

| No. | Present Name. | Location. | Sq. Mi. | New Name. |
|---|---|---|---|---|
| 542 | Oaksley Rd. | From Ridge Rd. to Arden Rd. | 5N-3W | Oakshire Rd. |
| 543 | Oakwood Ave. | From Union Ave. to Penna. R. R. | 2S-3W | Benson Ave. |
| 545 | Olive St. | E&W from Curtis Ave. | 5S-2E | Olmstead St. |
| 546 | Orchard Ave. | From Franklin Ave. to Valley View Rd. | 3N-4E | Plainfield Ave. |
| 547 | Orchard Ave. | From Harford Rd. to Old Harford Rd. | 5N-4E | Rosalie Ave. |
| 548 | Orchard St. | From Annapolis Ave. to Main St. | 3S-2W | Lind St. |
| 549 | Oread Ave. | NE & SW from Park Hghts. Ave. | 4N-4W | Garrison Ave. |
| 550 | Ostend Ave., formerly Forrest Ave. | E&W from Harford Ave. | 5N-4E | Chesley Ave. |
| 551 | Overhill Ave. | From Forest Ave. to Western Boundary | 1N-6W | Overcrest Ave. |
| 552 | Overhill Rd. | From Nottingham Rd. to Dyer Drive | 1S-5W | Overdale Rd. |
| 553 | Overland Ave. | W from Park Circle | 2N-3W | Druid Park Dr. |
| 554 | Overlook Rd. | N&S from Norfolk Ave. | 3N-3W | Overview Rd. |
| 555 | Oxford Ave. | N&S from Liberty Heights Ave. | 3N-5W | Rogers Ave. |
| 556 | Paca Place. | E from Paca St. | 1S-1W | George St. |
| 557 | Packard Ave. | N&S from Liberty Heights Ave. | 3N-5W | Ferndale Ave. |
| 558 | Paradise Court. | E from No. 1011 N. Vincent St. | 1N-2W | Smithson St. |
| 559 | Park Ave. | E&W from Harford Rd. | 5N-4E | Louise Ave. |
| 560 | Park Ave. | E&W from York Rd. | 5N-1E | Benningnaus Rd. |
| 561 | Park Ave. | SE from Oakwood Ave. | 2S-3W | Parksley Ave. |
| 562 | Park Ave. | E&W from Fairview Ave. | 4N-5E | Parkton Ave. |
| 563 | Park Ave. | NW from Mt. Hope Ave. | 4N-6W | Parr Ave. |
| 564 | Park Ave. | W from Seneca St., S of Oakington St. | 3N-2W | Parkden Ave. |
| 565 | Park Place. | From McMechen to Laurens St. | 1N-1W | Park Ave. |
| 566 | Park Place. | N from Fairfax Rd. to Duvall Rd. | 2N-4W | Parkwin Place. |
| 567 | Park St. | From Olive to Filbert St., Curtis Bay | 5S-2E | Parcel St. |
| 568 | Parkwood Ave. | From Highland Ave. to Old Georgetown Rd. | 3S-3W | Parkman Ave. |
| 569 | Patapsco Ave. | E&W from Railroad Ave. | 3S-5E | Parnell Ave. |
| 570 | Patapsco Ave. | SW from Park Heights Ave. | 4N-4W | Paton Ave. |
| 571 | Patapsco Ave. | NW & SE from Hudson St. | 1S-5E | Carnegie Ave. |

| No. | Present Name. | Location. | Sq. Mi. | New Name. |
|---|---|---|---|---|
| 572 | Patapsco Court. | N&S from Hamburg St. | 2S-1E | Harden Ct. |
| 573 | Patapsco St. | From Clare St. to 1st St. | 3S-1W | Sidney Ave. |
| 574 | Patterson Ave. | NE from intersection of Evesham Ave. & Orkney Rd. | 5N-1E | Orkney Rd. |
| 575 | Patterson Pl. | N&S from North Ave. | 2N-2E | Perlman Place. |
| 576 | Patterson St. | E&W from West Park Drive | 5S-2E | Pattern St. |
| 577 | Payson St. | N&S from Bank St. | 3S-2W | Pierpont St. |
| 578 | Peabody Ave. | NE from Caton Ave. | 3S-3W | Peak Ave. |
| 579 | Pembroke Ave. | From Medfield Ave. to Englewood Ave. | 3N-2W | Pendleton Ave |
| 580 | Penn Ave. | E&W from Carnegie Ave. | 3S-5E | Danville Ave. |
| 581 | Penniman Ave. | NE from Caton Ave. | 3S-3W | Penfield Ave. |
| 582 | Piedmont Rd. | N&S from Hamilton Ave. | 5N-3E | Pilgrim Rd. |
| 583 | Pinkney Place. | W from Greenmount Ave., S of Lanvale St. | 2N-1E | Pitman Place. |
| 584 | Pinoak Ave. | N&S of Batavia Ave. | 4N-3E | Arabia Ave. |
| 585 | Pitcher Rd. | N&S from Wilkens Ave. | 2&3S-4W | Joh Ave. |
| 586 | Plover Alley. | From Richmond to Hamilton St. | 1S-1W | Ploy Alley. |
| 587 | Plymouth Ave. | E&W from Parkdale Ave. | 3N-2W | Portis Ave. |
| 588 | Plymouth Rd. or 39th St. | W from Penna. R. R., N of Girard Ave. | 3N-2W | Rockrose Ave. |
| 589 | Poplar Ave. | S from Smith Ave., E of Elizabeth Ave. | 4S-2W | Polar Ave. |
| 590 | Poplar Ave. | W from Smith Av. to Maple Av. | 5&6N-3W | Dixon Rd. |
| 591 | Poplar Ave. | E&W from Belair Rd. | 5N-5E | Fleetwood Ave. |
| 592 | Poplar Ave. | N&S from Kelly Ave. | 5N-3W | Poplin Ave. |
| 593 | Poplar Lane. | E from York Rd. | 5N-1E | Northern Pkwy. |
| 594 | Poplar Rd. | S from North Ave., W of Chelsea Rd. | 1N-4W | Fenton Rd. |
| 595 | Poplar St. | From Curtis to Prospect Ave. | 5S-2E | Popland St. |
| 596 | Portland St. | NE from 1st St. | 3S-2W | Poland St. |
| 597 | Potomac Ave. | E&W from 1st St. | 5S-1E | Pontiac Ave. |
| 598 | Powell Ave. | N&S from Arlington Ave. | 4N-1E | Portage Ave. |
| 599 | Pratt Ave. | N&S from Woodbourne Ave. | 4&5N-2E | Purdue Ave. |
| 599a | Pratts Lane | N from Arlington Ave. | 4N-2E | Portage Ave. |
| 600 | Presstman Ave. | N&S from Lake Ave. | 5N-1E | Prescott Ave. |
| 601 | Preston Ave. | E&W from Beauregard Ave. | 5N-2E | Premier Ave. |
| 602 | Preston Place. | E&W from Collington Ave. | 1N-2E | Prentiss Place. |
| 603 | Primrose Ave. | NW & SE from Wilkens Ave. | 3S-3&4W | Primson Ave. |
| 604 | Princeton Ave. | E&W from Old Pimlico Rd. | 5N-3W | Sulgrave Ave. |
| 605 | Proctor Ave. | NE & SW from Bowley's La. | 1N-5E | Proctman Ave. |

| No. | Present Name. | Location. | Sq. Mi. | New Name. |
|---|---|---|---|---|
| 606 | Prospect Ave. | N&S from Gittings Ave. | 5&6N-1W | Prosperry Ave. |
| 607 | Prospect Ave. | S from Olive St. | 5&6S-2E | Prudence St. |
| 608 | Prospect Ave. | SE from Rogers Ave. | 5N-3W | Wexford Rd. |
| 609 | Prospect Ave. | N&S from Parkside Drive | 3N-3E | Prior Ave. |
| 610 | Prospect St. | SW from Evans Chapel Rd. | 4N-2W | Providence St. |
| 611 | Pulaski St. | From Fairfield Rd. to 5th Ave. | 5S-3E | Asphalt St. |
| 612 | Queen Anne Rd. | E from Talbot Rd. | 2N-4W | Mondawmin Ave. |
| 612a | Quick Ave. | SE from Belair Rd. | 3N-4E | LaSalle Ave. |
| 613 | Railroad Ave. | N&S from Beech St. | 6S-2E | Andard Ave. |
| 614 | Railroad Ave. | SE from Wilkens Ave. | 2S-3W | Whistler Ave. |
| 615 | Railroad Ave. | N&S from Woodberry Ave. | 3N-2W | Clipper Rd. |
| 616 | Railroad Ave. | N&S from Patapsco Ave. | 3S-5E | Ralls Ave. |
| 617 | Railroad St. | From Annapolis Ave. to Laurel St. | 2&3S-2W | Severn St. |
| 618 | Randall Ave. | SE & NW from Taney Rd. | 5N-4W | Woodcrest Ave. |
| 619 | Ravenswood Ave. | E&W from York Rd. | 5N-1E | Tunbridge Rd. |
| 620 | Rectory Rd. | SW from Smith Ave. | 5N-3W | Regent Rd. |
| 621 | Reynolds Court. | N&S from Lexington St. | 1S-1E | Duffin Court. |
| 622 | Rice Alley. | SW from High St. | 1S-1E | Breidenbaugh Al. |
| 623 | Richmond St. | W from West Park Drive, S of Patterson St. | 6S-2E | Elmtree St. |
| 624 | Richmond Ave. | E&W from Harford Rd. | 5N-4E | Fleetwood Ave. |
| 625 | Ridge Ave. | N&S from Park Ave. | 4N-4E | Ridgeview Ave. |
| 626 | Ridge Ave. | N&S from Northern Parkway | 5N-5E | Ridgeview Ave. |
| 627 | Ridge Rd. | From Gwynns Falls Rd. to Windsor Mill Rd. | 1N-4&5W | Hutton Ave. |
| 628 | Ridge Rd. | From North Ave. to Crest Rd. | 5N-3W | Ridgedale Rd. |
| 629 | Ridgely Ave. | W from Old Pimlico Rd. | 5N-4W | Whitney Ave. |
| 630 | Ridgewood Ave. | From Monroe St. to Smallwood St. | 1N-2W | Ridgehill Ave. |
| 631 | Ridgewood Ave. | N from alley west of Belair Rd. | 3N-4E | Ridgecrest Ave. |
| 632 | River View Ave. | N&S from 5th Ave. | 2S-4E | Elrino St. |
| 633 | Rockdale Ave. | E&W from Belair Rd. | 4N-4&5E | Bayonne Ave. |
| 634 | Rockwood Ave. | N&S from Hayward Ave. | 4N-4W | Nelson Ave. |
| 635 | Rockwood Ave. | E&W from Harford Rd. | 5N-4E | Pinewood Ave. |
| 636 | Rogers Ave. | N&S from Cedarcroft Rd. | 5N-1E | Ready Ave. |
| 637 | Rose Ave. | N&S from Belmar Ave. | 4N-5E | Cedonia Ave. |
| 638 | Rose St. or Ave. | N&S from Cypress St. | 6S-2E | Rosabel Ave. |

| No. | Present Name. | Location. | Sq. Mi. | New Name. |
|---|---|---|---|---|
| 639 | Rose Ave. | N&S from Arlington Ave. | 4N-1E | Frisby St. |
| 640 | Rose St. | E&W from Madison Ave. | 1N-1W | Camel St. |
| 641 | Rosedale Ave. | E&W from Old Harford Rd. | 5N-3&4E | Roselawn Ave. |
| 642 | Rosedale Ave. | SW & NE from Biddison La. | 3N-4E | Benton Hghts. Av |
| 643 | Rosedale Ter. | N&S from Walrad St. | 2S-4W | Collins Ave. |
| 644 | Roseland Pl. | From Dukeland St. to Bloomingdale Rd. | 1N-3W | Herbert St. |
| 645 | Roslyn Ave. | From Woodlyn Ave. to Northern Parkway | 5N-3E | Fernbank Ave. |
| 646 | Rosemary Ave. | From Wysteria Ave. to Altoona Ave. | 4N-4E | Edna Ave. |
| 647 | Rugby St. | From Winton Ave. to Thornton Ave. | 3N-5W | Bowers Ave. |
| 648 | Russell St. | SW from Hollins Ferry Rd. | 2N-2W | Huron St. |
| 649 | Saratoga Court. | W from Arch St. | 1S-1W | Born Court. |
| 650 | Sassafras Court. | N&S from Hamburg St. | 2S-1E | Sumwalt Court. |
| 651 | Sassafras St. | From Gwynns Falls to Main St. | 2&3S-2W | Hamburg St. |
| 652 | Saulisbury Court. | N&S from Lombard St. | 1S-1E | Temple St. |
| 652a | Schaffer Ave. | E from Harford Rd. | 4N-3E | Bayonne Ave. |
| 653 | Schaeffer Court. | E&W from Charles St. | 1S-1W | Dover St. |
| 654 | Schneider Court. | W from Ann St. | 1S-1E | Portugal St. |
| 655 | School Lane. | N&S from University Parkway | 3N-1W | Elm Ave. |
| 656 | School Rd. | N&S from Ailsa Ave. | 4N-3E | Morello Rd. |
| 657 | Schroeder Court. | S from White Al. | 1S-1W | Osing Court. |
| 658 | Sexton Court. | N&S from Wayne St. | 1S-1W | Saxon Court. |
| 659 | Sharon Ave. | From Rogers to Euclid Ave. | 5N-3W | Cross Country Blvd. |
| 660 | Sharp St. | E from W Baltimore Ave. | 4S-2W | Frank Ave. |
| 661 | Shell St. | From Carey to Bayard St. | 2S-1W | Eutaw St. |
| 662 | Shirley Ave. | From Patapsco Ave. to Arlington St., Curtis Bay | 5S-2E | Shelby Ave. |
| 663 | Singer Ave. | From Park Heights Ave. to Wilson Ave. | 4N-4W | Garrison Ave. |
| 664 | Sipple Ave. | N&S from Forest Ave. | 5N-4&5E | Moyer Ave. |
| 665 | Sippel Ave. | E&W from Belair Ave. | 3N-4E | Furley Ave. |
| 666 | Small St. | E&W from Valley St. | 1N-1E | Barnes St. |
| 667 | Smith St. | W from Penna. Ave. | 1N-1&2W | Smithson St. |
| 668 | Somerset St. | SE from Washington Rd. | 2S-2W | Somerworth St. |
| 669 | South Ave. | From 1st to 4th Ave. | 5S-2E | Southport Ave. |
| 670 | South St. | E&W from Pennington Ave. | 5S-3E | Alder St. |

| No. | Present Name. | Location. | Sq. Mi. | New Name. |
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| 671 | Spring Alley. | From St. Peter to Barre St. | 2S-1W | Sterrett St. |
| 672 | Spring Ave. | From Belair Rd. to Eastern City Boundary | 4N-5E | Springwood Ave. |
| 673 | Spring Ave. | NW from Belair Rd. | 4N-5E | Everall Ave. |
| 674 | Spring Court. | E&W from Charles St. | 1S-1E | Dover St. |
| 675 | Spring Lane. | N from Willow Ave. | 4N-1E | Spartan Lane. |
| 676 | Spring St. | SW from Oak St. | 3S-2&3W | Sponson St. |
| 677 | Spring Hill Ter. | E from Old York Rd. | 3N-1E | Springfield Ave. |
| 678 | Spruce Alley. | E&W from Washington St. | 1S-2E | Spark Court. |
| 679 | Spruce Ave. | From Woodlyn Ave. to Northern Parkway | 5N-3E | Tramore Rd. |
| 680 | Spruce Rd. | E from Palmer Ave. | 4N-4W | Spaulding Ave. |
| 681 | Stafford Lane. | N&S from Frederick Ave. | 1&2S-3W | S. Ellamont St. |
| 682 | Star Lane. | N&S from 22nd St. | 2N-1E | Boone St. |
| 683 | Star Lane or Old York Rd. | N from Greenmount Ave. and 30th St. | 3N-1E | Ready Ave. |
| 684 | Stirling Ave. | N&S from Harwood Ave. | 5N-1E | Ready Ave. |
| 685 | Stoddard Place. | NW from Clendenin St. | 1&2N-2W | Stoddard Alley. |
| 686 | Stricker Ct. | E&W from Stricker St. | 1S-2W | Vine St. |
| 687 | St. George's Rd. | SE from Edmondson Ave. to Hilltop Rd. | 1S-5W | Stamford Rd. |
| 688 | St. Helens Ave. | W from Harford Rd. | 4N-3E | Rueckart Ave. |
| 689 | St. James Ct. | From St. James St. Ashland Ave. | 1N-1E | Lewis St. |
| 690 | St. Johns Ave. | N&S from St. Thomas Ave. | 3N-4E | Benton Hghts. Av. |
| 691 | St. Mary's Ave. | W from Old Georgetown Rd. | 3S-3W | St. Mark's Ave. |
| 692 | St. Paul St. | From Smith Ave. to Charles Ave. | 4S-2W | Savoy St. |
| 693 | Summerfie'd St. or Church St. | N from Harlem Ave., W of Calverton Rd. | 1N-3W | Bloechers Lane. |
| 694 | Summit Ave. | From Park Heights Ave. to Old Pimlico Rd. | 4N-3W | Sumter Ave. |
| 695 | Summit Place. | NW from Maple Ave. | 6N-3W | Gernand Rd. |
| 696 | Summit St. | From Kirby's La. to Monroe St. | 1S-2W | Arunah Ave. |
| 697 | Sycamore Ave. | From Hamilton Ave. to Evergreen Ave. | 4N-3E | Hampnett Ave. |
| 698 | Sycamore St. | N&S from Union Ave. | 3N-2W | Buena Vista Ave. |
| 699 | Sycamore St. | SW from Gwynns Falls | 2&3S-2W | Carroll St. |
| 700 | Swan St. | E from Market Pl. | 1S-1E | Plowman St. |

| No. | Present Name. | Location. | Sq. Mi. | New Name. |
|---|---|---|---|---|
| 701 | Tacoma Ave. | N&S from Belmont Ave. | 5N-5W | Wallis Ave. |
| 702 | Talbott St. | N&S from 31st St. | 2-3N-1E | Brentwood Ave. |
| 702a | Tames Ave. | N&S from Hamilton Ave. | 4N-4E | Richard Ave. |
| 703 | Tioga Ave. | N&S of Winston Ave. | 4N-1E | Midwood Ave. |
| 704 | Tiago Ave. | N&S from Gwynn Oak Ave. | 3N-6W<br>2N-5W | Bowers Ave. |
| 705 | Tioga Place or Ave. | From Reisterstown Rd. to Liberty Heights Ave. | 2N-3W | Tioga Parkway. |
| 706 | Townsend Place. | E&W from Rutland Ave. | 1N-2E | Terrell Place. |
| 707 | Towanda Lane. | From Violet to Suffolk Ave. | 3N-3W | Towanda Ave. |
| 708 | Tulip Ave. | From W of McClean Blvd. to Spruce Ave. | 5N-3E | Fleetwood Ave. |
| 709 | Tyson St. | From Frederick Ave. to Haffer St. | 2S-3W | Tyrone St. |
| 709a | Tusculum Rd. | E from Montgomery Rd. | 2N-4W | Mondawmin Ave. |
| 710 | Uhler Lane. | From Charles to Hanover St. | 1S-1W | Balderston St |
| 711 | Union Ave. | SE from Wilkins Ave. | 2&3S-3W | DeSoto Rd. |
| 712 | Union Court. | N&S from Madison St. | 1N-1E | Mentor Court. |
| 713 | Unnamed Alley. | W from Caroline St. | 1S-2E | Spark Court. |
| 714 | Upland Ave. | N&S from Arlington Ave. | 4N-2&3E | College Ave. |
| 715 | Valley Rd. | From Strathmore to northern end | 4&5N-3E | Grindon Ave. |
| 716 | Valley Ave. | E&W from Fairview Ave. | 6S-2E | Benhill Ave. |
| 717 | Vincent Ave. | From Centre to Greenfield Ave. | 4N-4E | Bayonne Ave. |
| 718 | Vincent Alley. | From Ramsey to Cole St. | 2S-2W | Vincent St. |
| 719 | Vine Court. | E&W from Bruce St. | 1S-2W | Vine St. |
| 720 | Vine Alley. | E&W from Mount St. | 1S-2W | Vine St. |
| 721 | Violet Alley | N&S from Preston St. | 1N-1E | Violin Alley. |
| 722 | Violet Ave. | E&W from Pertunia Ave. | 4S-2W | Viona Ave. |
| 723 | Virginia Place. | SW from Overhill Rd. | 1N-6W | Vinewood Pl. |
| 724 | Virginia Ave. | N&S from Franklin Ave. | 4N-4E | Remmel Ave. |
| 725 | Vogt Ave. | E from Park Heights Ave. | 3N-3W | Boarman Ave. |
| 726 | Wagon Rd. | From Hollins Ferry Rd. to 1st St. | 3S-2W | Puget St. |
| 727 | Walter Ave. | N&S from Belview Ave. | 3N-4W | Wallington Ave. |
| 728 | Walker Court. | E&W from Bond St. | 1S-2E | Waldo Court. |
| 729 | Walnut Ave. | From Beechland to Berwick Ave. | 5N-3E | Marietta Ave. |
| 730 | Walnut Ave. | SW from Reisterstown Rd. | 4N-5W | Mortimer Ave. |
| 731 | Walnut Lane. | N&S from Lake Ave. | 5&6N-1E | Blackburn Lane. |

| No. | Present Name. | Location. | Sq. Mi. | New Name. |
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| 732 | Walnut St. | NE from Pear St. | 1N-1W | Walton St. |
| 733 | Warner St. | SW from Hollins Ferry Rd. | 3S-2W | Puget St. |
| 734 | Warner Place. | From Parrish to Stricker Sts. | 1N-2W | Hopewell Court. |
| 735 | Washington Ave. | S from Maple Ave. | 4N-4W | Paton Ave. |
| 736 | Washington Ave. | E&W from 1st St., Brooklyn | 5S-1E | Washburn Ave. |
| 737 | Washington Place. | ES of Washington Rd. | 3S-3W | Washington Blvd. |
| 738 | Washington Rd. | SW from Gwynns Falls | 2&3S-2W<br>3S-3W | Washington Blvd. |
| 739 | Water St. | E&W from Dugan St. | 4S-2E | Waterloo St. |
| 740 | Water St. | E&W from 4th St. | 4S-1E | Waterbury St. |
| 741 | Wayson Alley. | N&S from Eager St. and north from Orleans St. west of Aisquith St. | 1N-1E | Wayside Alley |
| 742 | Wayne Rd. | From Westover Rd. to Rosecroft Rd. | 2N-5W | Wayman Rd. |
| 743 | Wayne St. | E&W from Sharp St. | 1&2S-1W | Houser St. |
| 744 | Weaver St. | From Washington Blvd. to Nanticoke St. | 2S-2W | Western Ave. |
| 745 | Webster Court. | N&S from Barre St. | 1S-1W | Sutton St. |
| 746 | Weber St. | E&W from Old Pimlico Rd. | 5N-4W | Wehr Ave. |
| 747 | Webster St. | From Falls Rd. to Buena Vista Ave. | 3&4N-2W | Roland Hghts. Av. |
| 748 | West Alley. | From Eutaw to Paca Sts. | 1S-1W | Swift Alley. |
| 749 | West Ave. | E&W of Warwick Ave. | 2N-2&3W | Westbury Ave. |
| 750 | West Ave. | N&S from Belair Rd. | 4N-5E | Cedonia Ave. |
| 751 | West Ave. | N&S from Patapsco Ave. | 5S-2E | West Bay Ave. |
| 752 | Westfield Ave. | N&S from Glenmore Ave. | 4N-4E | Carter Ave. |
| 753 | Westphall Ave. | E&W from Harford Rd. | 5N-4E | Westfield Ave. |
| 754 | Western Run Dr. | W from intersection of Tanbark Rd. to Cross Country Blvd. | 5N-3&4W | Tanbark Rd. |
| 755 | White St. | W from Kirby Lane | 1S-2W | Lauretta Ave. |
| 756 | Whittemore Ave. | N&S from North of Wilkens Av. | 2&3S-4W | Violetville Ave. |
| 757 | Whiteford Ave. | From Frederick Ave. to Old Frederick Rd. | 2S-4W | Morley St. |
| 758 | Wilhelm Ave. | SE from Wilkens Ave. | 2S-3W | Wilmington Ave. |
| 759 | Wilkens St. | N&S from Hollins St. | 1S-3W | Willard St. |
| 760 | Willax Ave. | SE from Belair Rd. | 3N-4E | Willshire Ave. |
| 761 | Williamson St. | From Hanover to E of Compton St. | 2S-1E | Wheeling St. |
| 762 | Willowdale Ave. | N&S from Hamilton Ave. | 5N-2E | Willowton Ave. |
| 763 | Wilmer Ave. | E&W from Lloyd Ave. | 3N-5W | Wilvan Ave. |

| No. | Present Name. | Location. | Sq. Mi. | New Name. |
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| 764 | Wirt St. | From Preston to Hoffman Sts. | 1N-1E | Wirton St. |
| 765 | Wilson Alley. | From Park Ave. to Tyson St. | 1S-1W | N Alley. |
| 766 | Wilson Ave. | From Belgian to Cator Ave. | 3N-1E | Wilsby Ave. |
| 767 | Wilson Ave. | N&S from Wyndhurst Ave. | 4N-1W | Embla Ave. |
| 768 | Wilson Ave. | S from Homeland Ave. | 4N-1E | Crowson Ave. |
| 769 | Wilson Ave. | From Belvidere Ave. to Reisterstown Rd. | 4N-4W | Cordelia Ave. |
| 770 | Wilson Terrace. | From Belair Rd. to Schley Av. | 3N-3E | Marx Ave. |
| 771 | Wilson Terrace. | E&W from York Rd. | 5N-1E | Howill Terrace. |
| 772 | Willow Ave. | From Hamilton to Wisteria Ave. | 4N-4E | Edna Ave. |
| 773 | Willow Ave | From Hemlock to Woodlyn Ave. | 5N-3E | Catalpha Rd. |
| 774 | Wilcox Rd., or Fordham Rd. | N&S from Dalrymple Ave. | 2N-5W | Wynham Rd. |
| 775 | Wilcox Court. | E&W from High St. | 1S-1W | Brian Court. |
| 776 | Willow Ave. | N&S from Summerfield Ave. | 3N-4E | Anntana Ave. |
| 777 | Willow St. | From McKim St. to Harford Av. | 1N-1E | Wilmot St. |
| 778 | Willow St. or Locust St. | From Berlin to Great Market St. | 2S-2W | Ontario Ave. |
| 779 | Woodlea Rd. | N from Woodlea Pl. | 3N-4E | Woodlea Ave. |
| 780 | Woodlea Place. | W from Belair to Woodlea Rd. | 3N-4E | Woodlea Ave. |
| 781 | Woodlea Place. | From Woodlea Rd. to Ridgewood Ave. | 3N-4E | Ridgecrest Ave. |
| 782 | Wolf Ave. | NE from Eutaw Ave. | 3N-3E | Woodstock Ave. |
| 783 | Woodlawn Ave. | SW from Hamilton Ave. | 3N-4E | Anthony Ave. |
| 784 | Woodville Rd. | N&S from Orkney Rd. | 5N-1E | Clear Spring Rd. |
| 785 | Woodrow Ave. | N&S from Ravenswood Ave. | 5N-1E | Alhambra Ave. |
| 786 | Woodlyn Ave. | E&W from Old Harford Rd. | 5N-3&4E | Westfield Ave. |
| 787 | Woodley St. | From Lanvale to Winchester St. | 1N-2W | McKeen Ave. |
| 788 | Woodleigh Rd. | E&W from Norwood Rd. | 1E-4N | Woodford Rd. |
| 789 | Woodbine Path. | From Norwood to Springdale Av. | 3N-5W | Woodbine Ave. |
| 790 | Woodland Ave. | From Railroad Ave. to Eastern City Boundary | 3S-5E | Woodhouse Ave. |
| 791 | Woodland Ave. | N&S from Shraver Ave. | 2N-5E | Woodruff Ave. |
| 792 | Woodland Ave. | E&W from Harford Rd. | 5N-4E | Woodring Ave. |
| 793 | Woodland Ave. | E&W from Bucks La. | 4N-4&5W | Hayward Ave. |
| 794 | Woodland Ave. | N&S from Maine Ave. | 4N-2E | Woodsdale Ave |
| 795 | Woodland Ave. | W from Falls Rd. | 4N-2W | Wood Hghts. Ave. |
| 796 | Woodland Ave. | N from Frederick Ave. | 2S-4W | Woodington Ave. |
| 797 | Woodland Ave. | W from Garrison Blvd. | 2N-4W | Woodhaven Ave. |
| 798 | Wrenwood Ave. | N&S from Cold Spring La. | 4N-1E | Crowson Ave. |
| 799 | Wyman Ave. | From Huntingdon Ave. to Oak St. | 2N-1W | W. Lorraine Ave. |

| No. | Present Name. | Location. | Sq. Mi. | New Name |
|---|---|---|---|---|
| 800 | 1st Ave. | E from Clinton St. | 2S-3&4E | Boston St. |
| 801 | 1st Ave. | From Shell Rd. to 1st St., Brooklyn | 4S-2&3E | Frankfurst Ave. |
| 802 | 1st Ave. | NE from Edmondson Ave. | 1S-4W | Rognel Rd. |
| 803 | 1st Ave. | E&W from Cole Ave. | 3N-5E | Wendel Ave. |
| 804 | 1st St. | Running north and south, east of 1888 Eastern Boundary | 1N-3E | Highland Ave. |
| 805 | 1st St. | S from Chesapeake Ave., Brooklyn | 2&3S-1E | Hanover St. |
| 806 | 1st St. | S from Smith Ave. | 5N-2W | Newbury St. |
| 807 | 1st St. | SE from the intersection of Annapolis Av. & B. & O. R. R. | 3S-2W | Maisel St. |
| 808 | 2nd Ave. | E&W from 16th St., Canton | 2S-3, 4E | Cardiff Ave. |
| 809 | 2nd Ave. | From 3rd to 9th St. | 4S-2, 3E | Carbon Ave. |
| 810 | 2nd Ave. | E&W from Walnut Ave. | 1S-4W | Ravendale Rd. |
| 811 | 2nd Ave. | NW from South Ave. | 5S-3E | Joffre St. |
| 812 | 2nd Ave. | E&W from Cole Ave. | 3N-5E | Burland Ave. |
| 813 | 2nd St. | Running north and south, east of 1888 Eastern Boundary | 1N-3E | Baylis St. |
| 814 | 2nd St. | From North to South Ave. | 5N-3W | Locklea Rd. |
| 815 | 3rd Ave. | East from Clinton St. | 2S-3E | Danville Ave. |
| 816 | 3rd Ave. | N from South Ave. | 5S-3E | Leo St. |
| 817 | 3rd Ave. | From 9th St. to B. & O. R. R. | 5S-2&3E | Brady Ave. |
| 818 | 3rd Ave. | NE & SW from Walnut Ave. | 1S-4&5W | Thurmont Rd. |
| 819 | 3rd Ave. | E&W from Cole Ave. | 3N-5E | Sunbrook Ave. |
| 820 | 3rd St. | Running north and south, east of 1888 Eastern Boundary | 1N-3E | Conkling St. |
| 821 | 3rd St. | From North Ave. to South Ave. | 5N-3W | Helendale St. |
| 822 | 3rd St. | N&S from 1st Ave., Fairfield | 4&5S-3E | Tripp St. |
| 823 | 4th Ave. | E&W from 34th St. | 2S-5E | Brown Ave. |
| 824 | 4th Ave. | From 5th St. to Water Front | 2S-3&5E | Eastbourne Ave. |
| 825 | 4th Ave. | From W of 9th St. to 1st Ave. | 5S-2&3E | Chesapeake Ave. |
| 826 | 4th Ave. | E&W from Walnut Ave. | 1S-4&5W | Flowerton Rd. |
| 827 | 4th Ave. | E&W from Cole Ave. | 3N-5E | Renwick Ave. |
| 828 | 4th St. | Running north and south, east of 1888 Eastern Boundary | 1N-3E 1&2S-3E | Dean St. |
| 829 | 4th St. | N&S from 1st Ave., Fairfield | 4&5S-3E | Vera St. |
| 830 | 4th St. | From North Ave. to South Ave. | 5N-3W | Luddington St. |
| 831 | 5th Ave. | E from Clinton St. | 2S-3, 4&5E | Holabird Ave. |
| 832 | 5th Ave. | E&W from Walnut Ave. | 1S-5W | Rokeby Rd. |

| No. | Present Name. | Location. | Sq. Mi. | New Name. |
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| 833 | 5th Ave. | E&W from Cole Ave. | 3&4N-5E | Bayonne Ave. |
| 834 | 5th St. | Running north and south, east of 1888 Eastern Boundary | 1&2S-3E | Eaton St. |
| 835 | 5th St. | N&S from 1st Ave., Fairfield | 4&5S-3E | Weedon St. |
| 836 | 5th St. | From North Ave. to South Ave. | 5N-3W | Pollard St. |
| 837 | 6th Ave. | E from Clinton St. | 2S-3E | Galena Ave. |
| 838 | 6th Ave. | NE & SW from Walnut Ave. | 1S-5W | Sidehill Rd. |
| 839 | 6th St. | Running north and south, east of 1888 Eastern Boundary | 1&2S-3E | Fagley St. |
| 840 | 6th St. | From 1st Ave. to 4th Ave., Fairfield | 4&5S-3E | Remley St. |
| 841 | 6th St. | NW & SE from Washington Rd. | 3S-2&3W | Harman Ave. |
| 842 | 6th St. | N&S of Claggett Ave. | 2N-4E | Kavon Ave. |
| 843 | 7th Ave. | NE & SW from Walnut Ave. | 1N-5W | Seminole Ave. |
| 844 | 7th St. | Running north and south, east of 1888 Eastern Boundary | 1&2S-3E | Grundy St. |
| 845 | 7th St. | N&S from 1st Ave., Fairfield | 4&5S-2E | Seal St. |
| 846 | 7th St. | SE from Old Georgetown Rd. to Oak St. | 2&3S-3W | Parksley Ave |
| 847 | 7th St. | From N&S of Claggett Ave. | 2N-3E | Findlay Rd. |
| 848 | 8th Ave. | E&W from Falls Rd. | 4N-2W | Roland Hghts. Av. |
| 849 | 8th Ave. | E&W from Clinton St. | 3S-3&4E | Jencks Ave. |
| 850 | 8th St. | Running north and south, east of 1888 Eastern Boundary | 1N-3E<br>1&2S-3E | Haven St. |
| 851 | 8th St. | From N&S of Washington Rd., east of Union Ave. | 3S-3W | Wilmington Ave. |
| 852 | 8th St. | N&S from 1st Ave., Fairfield | 4&5S-2E | Tate St. |
| 853 | 9th Ave. | E from Clinton St. | 3S-3E | Keith Ave. |
| 854 | 9th St. | Running north and south, east of 1888 Eastern Boundary | 1N-3E<br>1&2S-3E | Ipswich St. |
| 855 | 9th St. | N&S from 1st Ave., Fairfield | 4&5S-2E | Sun St. |
| 856 | 9th St. | SE from Washington Rd. | 3S-3W | Wilmington Ave |
| 857 | 10th Ave. | E from Clinton St. | 3S-3E | Leland Ave. |
| 858 | 10th St. | Running north and south, east of 1888 Eastern Boundary | 1N-3E | Janney St. |
| 859 | 10th St. | From E&W of Washington Rd. | 3S-3W | Wickes Ave. |
| 860 | 11th Ave. | E&W from Clinton St. | 3S-3, 4E | Mertens Ave. |
| 861 | 11th St. | Running north and south, east of 1888 Eastern Boundary | 1N-3E<br>1S-3, 4E | Kresson St. |
| 862 | 11th St. | N&S from Washington Rd. | 3S-3W | Letitia Ave. |

| No. | Present Name. | Location. | Sq. Mi. | New Name. |
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| 863 | 12th Ave. | E&W from 14th St. | 3S-4E | Newport Ave. |
| 864 | 12th St. | Running north and south, east of 1888 Eastern Boundary | 1N-4E 1, 2S-4E | Lehigh St. |
| 865 | 12th St. | N&S from Washington Rd. | 3S-3W | Casadel Ave. |
| 866 | 12th St. | From McTavish Ave. to Sulphur Spring Rd. | 3S-3W | Bloomfield Ave. |
| 867 | 13th St. | From B. & O. R. R. to Ashland Ave. | 1N-4E | Macon St. |
| 868 | 13th St. | N&S from Washington Rd. | 3S-3W | Morrell Park Ave. |
| 869 | 14th St. | Running north and south, east of 1888 Eastern Boundary | 1, 2, 3S-4E | Newkirk St. |
| 870 | 15th St. | Running north and south, east of 1888 Eastern Boundary | 1S-4E | Oldham St. |
| 871 | 16th St. | Running north and south, east of 1888 Eastern Boundary | 1S-4E | Ponca St. |
| 872 | 17th St. | Running north and south, east of 1888 Eastern Boundary | 1S-4E | Quail St |
| 873 | 18th St. | Running north and south, east of 1888 Eastern Boundary | 1S-4E | Rappallo St. |
| 874 | 19th St. | Running north and south, east of 1888 Eastern Boundary | 1S-4E | Savage St. |
| 875 | 20th St. | Running north and south, east of 1888 Eastern Boundary | 2S-4E | Tolna St |
| 876 | 21st St. | Running north and south, east of 1888 Eastern Boundary | 2S-4E | Umbra St. |
| 877 | 22nd St. | Running north and south, east of 1888 Eastern Boundary | 2S-4E | Vail St. |
| 878 | 23rd St. | Running north and south, east of 1888 Eastern Boundary | 2S-4E | Woburn St. |
| 879 | 24th St. | Running north and south, east of 1888 Eastern Boundary | 2S-4E | Yarmouth St. |
| 880 | 25th St. | Running north and south, east of 1888 Eastern Boundary | 2S-4E | Anglesea St. |
| 881 | 26th St. | Running north and south, east of 1888 Eastern Boundary | 1S-4E | Bonsal St. |
| 882 | 27th St. | Running north and south, east of 1888 Eastern Boundary | 1S-4E | Cornwall St. |
| 883 | 28th St. | Running north and south, east of 1888 Eastern Boundary | 1S-4E | Drew St. |
| 884 | 29th St. | Running north and south, east of 1888 Eastern Boundary | 1S-4E | Elrino St. |

| No. | Present Name. | Location. | Sq. Mi. | New Name. |
|---|---|---|---|---|
| 885 | 30th St. | Running north and south, east of 1888 Eastern Boundary | 1S-4E | Folcroft St. |
| 886 | 31st St. | Running north and south, east of 1888 Eastern Boundary | 1, 2S-5E | Grimsby St. |
| 887 | 32nd St. | Running north and south, east of 1888 Eastern Boundary | 1, 2S-5E | Hornel St. |
| 888 | 33rd St. | Running north and south, east of 1888 Eastern Boundary | 2S-5E | Imla St. |
| 889 | 34th St. | Running north and south, east of 1888 Eastern Boundary | 2S-5E | Joplin St. |
| 890 | 35th St. | Running north and south, east of 1888 Eastern Boundary | 1S-5E 2S-5E | Kane St. |
| 891 | 36th St. | Running north and south, east of 1888 Eastern Boundary | 1S-5E | Lyons St. |
| 892 | 37th St. | Running north and south, east of 1888 Eastern Boundary | 1S-5E | Malvern St. |
| 893 | 38th St. | Running north and south, east of 1888 Eastern Boundary | 1S-5E | Nome St. |
| 894 | 39th St. | Running north and south, east of 1888 Eastern Boundary | 1, 2S-5E | Ogden St. |
| 895 | 40th St. | Running north and south, east of 1888 Eastern Boundary | 1S-5E | Plenden St. |
| 897 | 41st St. | Running north and south, east of 1888 Eastern Boundary | 1S-5E | Quinton St. |

SEC. 2. *And be it further ordained,* That all ordinances or parts of ordinances inconsistent with the provisions of this ordinance be and the same are hereby repealed.

SEC. 3. *And be it further ordained,* That this ordinance shall become effective from and after January 1, 1928.

Approved December 30, 1927.

WM. F. BROENING, MAYOR.

## No. 201.

An ordinance to condemn and close several portions of Old Pimlico Road from Reisterstown Road to Park Heights Avenue in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the twenty-seventh day of June, 1927, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn and close several portions of Old Pimlico Road, from Reisterstown Road to Park Heights Avenue, the land hereby directed to be condemned for said closing being described as follows:

Beginning for the first portion at a point formed by the intersection of the northeast side of Reisterstown Road, as condemned and opened to a width of 80 feet, and the northwest side of Old Pimlico Road, as now laid out, the co-ordinates of said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being West 13535.12 feet and North 13070.94 feet; and running thence binding on the northwest side of said Old Pimlico Road the three following courses and distances, namely: North 36°-14′-01″ East 43.68 feet, North 27°-02′-34″ East 102.96 feet, and North 27°-30′-36″ East 74.28 feet to intersect the southwest side of a 15 foot alley there laid out; thence binding on the Southwest side of said 15 foot alley South 29°-06′-26″ East 35.94 feet to intersect the southeast side of said Old Pimlico Road, as now laid out; thence binding on the southeast side of said Old Pimlico Road the three following courses and distances, namely: South 27°-30′-36″ West 54.39 feet, South 27°-02′-34″ West 105.25 feet, and

South 36°-14′-01″ West 59.01 feet to intersect the northeast side of said Reisterstown Road; thence binding on the northeast side of said Reisterstown Road North 30°-27′-54″ West 32.66 feet to the place of beginning.

Beginning for the second portion at a point formed by the intersection of the southeast side of Shirley Avenue, as condemned and opened to a width of 60 feet, and the northwest side of Old Pimlico Road, as now laid out, the co-ordinates of said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being West 13378.88 feet and North 13380.45 feet: and running thence binding on the northwest side of said Old Pimlico Road the two following courses and distances, namely: South 14°-17′-22″ West 44.49 feet and South 27°-30′-36″ West 65 feet to intersect the northeast side of a 15 foot alley there laid out; thence binding on the northeast side of said 15 foot alley South 29°-06′-26″ East 17.97 feet to intersect the center line of said Old Pimlico Road; thence binding on the center line of said Old Pimlico Road the two following courses and distances, namely: North 27°-30′-36″ East 78.28 feet and North 15°-04′-07″ East 60.17 feet to intersect the southeast side of said Shirley Avenue; and thence binding on the southeast side of said Shirley Avenue South 60°-24′-19″ West 22.45 feet to the place of beginning.

Beginning for the third portion at a point formed by the intersection of the southwest side of Park Heights Avenue, as now in process of condemnation and widening to a width of 35 feet, and the northwest side of Old Pimlico Road, as now laid out, the co-ordinates of said point of beginning, based upon the system estab-

lished by the City of Baltimore Topographical Survey Commission, being West 13345.44 feet and North 13511.78 feet; and running thence binding on the northwest side of said Old Pimlico Road South 14°-17′-22″ West 66.16 feet to intersect the northwest side of Shirley Avenue, as condemned and opened 60 feet wide; thence binding on the northwest side of said Shirley Avenue North 60°-24′-19″ East 45.96 feet to intersect the southwest side of said Park Heights Avenue; thence binding on the southwest side of said Park Heights Avenue North 29°-42′-29″ West 47.68 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said Road as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the twenty-seventh day of June in the year 1927, and is now on file in the said Office.

Section 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and closing of said Road, and the proceedings and rights of all parties interested or affected thereby shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of

Maryland which may be applicable thereto, and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved December 30, 1927.

WM. F. BROENING, *Mayor.*

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No. 202.

An ordinance authorizing the City Comptroller to sell at public or private sale in accordance with Section 13 of the City Charter as amended by the Acts of 1912, Chapter 32, one lot of ground at the intersection of the southwest side of Thirty-ninth Street, as condemned and opened under Ordinance No. 150, approved April 16, 1924, and the south side of Pen Lucy Avenue as now laid out; said property being no longer needed for public use.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the City Comptroller be, and he is hereby authorized to sell at public or private sale, in accordance with Section 13 of the City Charter, as amended by the Acts of 1912, Chapter 32, all that one lot of ground which is described as follows:

Beginning for the same at a point formed by the intersection of the southwest side of Thirty-ninth Street, as condemned and opened under Ordinance No. 150, approved April 16, 1924, and the first line of the lot of ground described in a deed from William H. Hoffman and wife, to Leslie E. Williams and wife, dated August 2, 1923, and recorded among the Land Records of Baltimore City, in Liber S. C. L. No. 4055, folio 446, said point of beginning being distant 175.91 feet southeasterly from the point formed

by the intersection of the south side of Pen Lucy Avenue, as now laid out, and the southwest side of said Thirty-ninth Street; and running thence binding on said first line reversely southerly 40.13 ft. to intersect the north side of Malcolm Lane; thence binding on the north side of Malcolm Lane easterly 25 feet, thence northerly parallel with the first line of this description 26.42 feet to intersect the southwest side of said Thirty-ninth Street; and thence binding on the southwest side of said Thirty-ninth Street, north 68 degrees 53 feet 30 inches west 28.52 feet to the place of beginning.

Said property being no longer needed for public use.

All the rights of the Mayor and City Council of Baltimore in and to all the streets, avenues, lanes and all alleys in the aforegoing description are hereby specially reserved.

SECTION 2. *And be it further ordained,* That no Deed or Deeds shall pass in accordance with the above sections, unless the same shall have been approved by the City Solicitor.

Approved December 30th, 1927.

WM. F. BROENING, *Mayor.*

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No. 203.

An ordinance granting permission to Jordon Genetos to erect a metal garage in the rear of his premises 108 S. Paca street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Jordan Genetos to erect an individual metal garage 9 ft.

wide and 16 ft. long in the rear of his premises 108 S. Paca street, the said garage to be within 3 ft. of a frame structure and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* that this ordinance shall take effect from the date of its passage.

Approved December 30th, 1927.

WM. F. BROENING, *Mayor.*

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No. 204.

An ordinance granting permission to E. C. Seeger to erect an individual garage in the rear of his premises 2412 E. Biddle street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to E. C. Seeger to erect an individual metal garage 10 ft. wide and 15 ft. long in the rear of his premises, 2412 E. Biddle street, the said garage to be within 2 ft. of a fireproof shingled kitchenette and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved December 30th, 1927.

WM. F. BROENING, *Mayor.*

## No. 205.

An ordinance granting permission to Arthur Fleishel to erect an individual metal garage in the rear of his premises 2122 E. Biddle street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Arthur Fleishel to erect an individual metal garage in the rear of his premises, 2122 E. Biddle street, the said garage to be within 4 ft. of a frame kitchen and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved December 30th, 1927.

WM. F. BROENING, *Mayor.*

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## No. 206.

An ordinance to change the name of Fish House road, from Maryland avenue (Westport) to its end east of Hanover street, to Waterview avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the name of Fish House road, from Maryland avenue (Westport) to its end east of Hanover street, be and it is hereby changed to Waterview avenue.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved December 30, 1927.

WM. F. BROENING, *Mayor.*

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No. 207.

An ordinance entitled an ordinance granting permission to the United States Fidelity and Guaranty Company to erect five additional stories and a parapet upon its building known as number 26 South Calvert street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to the United States Fidelity and Guaranty Company to erect five (5) additional stories and a parapet upon the building belonging to said company, known as No. 26 South Calvert Street, the total height of said building, after the five (5) additional stories shall have been added, to be one hundred and seventy-six feet (176′) from the sidewalk to the roof thereof, and having an ornamental parapet extending ten feet and eight inches (10′ 8″) above the roof, said additions to be built under the supervision of the Bureau of Buildings of Baltimore City, and in accordance with the Building Laws of said City.

SECTION 1-A. *And be it further ordained* that in building these additional stories, the present design and arrangement of the stairway be continued in the new construction.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved December 30, 1927.

WM. F. BROENING, *Mayor.*

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No. 208.

An ordinance granting permission to Mrs. Mary F. Neilson to erect a metal garage in the rear of her premises 632 N. Streeper street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Mrs. Mary F. Neilson to erect a metal garage 10 ft. wide and 14 ft. long in the rear of her premises, 632 N. Streeper street; the said garage to be within 2 ft. of a frame over-hanging rear room and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved December 30, 1927.

WM. F. BROENING, *Mayor.*

## No. 209.

An ordinance granting permission to Chas. Townsend to erect an individual metal garage in the rear of his premises 529 N. Belnord avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Chas. Towsend to erect an individual metal garage 9 ft. wide and 15 ft. long in the rear of his premises, 529 N. Belnord avenue; the said garage to be within 3 ft. of a frame structure and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SEC. 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved December 30, 1927.

WM. F. BROENING, *Mayor.*

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## No. 210.

An ordinance to waive the provisions of Ordinance No. 243 of the year 1924, which prohibits the sale of gasoline within 300 feet of a church or school, in so far as said ordinance applies to the premises of the Hauswald Bakery, Incorporated, northeast corner of Garrison Lane and Franklin street in Baltimore City.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the provisions of Ordinance No. 243, of the year 1924, which prohibits the sale of gasoline within three hundred feet of a church or school be and they are hereby waived insofar as said provisions apply

to the premises of The Hauswald Bakery, Incorporated, northeast corner of Garrison Lane and Franklin Street in Baltimore City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved January 5, 1928.

WM. F. BROENING, *Mayor.*

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No. 211.

An ordinance to waive the provisions of Ordinance No. 243, of 1924, which prohibits the sale of gasoline within 300 ft. of a church or orphanage, in so far as said ordinance applies to the premises of the Crown Oil & Wax Company at the northwest corner of Fayette and Colvin streets.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the provisions of Ordinance No. 243 of 1924, which prohibits the sale of gasoline within 300 feet of a church or orphanage, be and they are hereby waived in so far as said provisions apply to the premises of the Crown Oil & Wax Company at the northwest corner of Fayette and Colvin streets.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved January 10, 1928.

WM. F. BROENING, *Mayor.*

## No. 212.

An ordinance to prohibit the parking of automobiles, wagons or other vehicles on Gay street, between Lexington and Fayette streets, in Baltimore City.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That no automobile, wagon or other vehicle shall be permitted to park on Gay Street, between Lexington and Fayette Streets, in Baltimore City. Any person violating the provisions of this Ordinance shall be subject to the penalties provided by law for such cases.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved January 10, 1928.

WM. F. BROENING, *Mayor.*

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## No. 213.

An ordinance granting permission to Abe Brill to erect an individdual garage in the rear of his premises 11 N. Chester street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Abe Brill to erect an individual metal garage 7 ft. wide and 14 ft. long in the rear of his premises 11 N. Chester street; the said garage to be within 2 ft. of a frame porch and to be erected under the supervision of the Bureau of Buildings of

Baltimore City, in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved January 10, 1928.

WM. F. BROENING, *Mayor.*

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No. 214.

An ordinance granting permission to Chas. F. Dayhoff to erect an individual garage in the rear of his premises 719 N. Port street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Chas. F. Dayhoff to erect an individual metal garage 9 ft. wide and 14 ft. long in the rear of his premises 719 N. Port street, the said garage to be within 4 ft. of a second-story frame porch and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved January 10, 1928.

WM. F. BROENING, *Mayor.*

## No. 215.

An ordinance granting permission to Thos. L. Bufter to erect a metal garage in the rear of his premises 2210 Westwood avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Thos. L. Bufter to erect a metal garage 10 ft. wide and 18 ft. long in the rear of his premises 2210 Westwood avenue; the said garage to be within 2 ft. of the rear of the brick building on the same premises and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved January 10, 1928.

WM. F. BROENING, *Mayor.*

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## No. 216.

An ordinance granting permission to Henry Goldberg to erect a metal garage in the rear of his premises 2016 Bentalou street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Henry Goldberg to erect a metal garage 10 ft. wide and 18 ft. long in the rear of his premises 2016 Bentalou street, the said garage to be within 2 ft. of the rear of the brick building on the same prem-

ises and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved January 10, 1928.

WM. F. BROENING, *Mayor.*

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No. 217.

An ordinance granting permission to Benj. F. Pierpont to erect a metal garage in the rear of his premises 4616 Reisterstown road.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Benj. F. Pierpont to erect a metal garage 10 ft. wide and 18 ft. long in the rear of his premises 4616 Reisterstown road; the said garage to be within 2 ft. of a frame porch and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved January 10, 1928.

WM. F. BROENING, *Mayor.*

## No. 218.

An ordinance granting permission to Jos. Cohen to erect a frame kitchenette and enlarge a second-story room on the south side of his building on the premises 3308 Powhatan avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Jos. Cohen to erect a frame kitchenette and to enlarge a second-story room on the south side of his building on the premises 3308 Powhatan avenue; the said structure to be approximately 8 ft. wide and 9 ft. long, to be within 3 ft. of the party line and within 18 ft. of a frame building on the south side, and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved January 10, 1928.

WM. F. BROENING, *Mayor.*

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## No. 219.

An ordinance granting permission to Gordon R. Hamlet to erect a metal garage in the rear of his premises 4107 Massachusetts Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Gordon R. Hamlet to erect a metal garage 10 ft. wide and

18 ft. long in the rear of his premises 4107 Massachusetts Avenue; the said garage to be within 2 ft. of a frame porch and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved January 10, 1928.

WM. F. BROENING, *Mayor.*

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No. 220.

An ordinance granting permission to A. Griffith to erect an individual garage in the rear of his premises 1324 Washington Blvd.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to A. Griffith to erect an individual metal garage 10 ft. wide and 15 ft. long in the rear of his premises 1324 Washington Blvd.; the said garage to be within 4 ft. of a frame kitchen on the same premises and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved January 10, 1928.

WM. F. BROENING, *Mayor.*

## No. 221.

An ordinance granting permission to H. Sparr to erect an individual metal garage in the rear of his premises 3327 Ravenwood Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to H. Sparr to erect an individual metal garage 10 ft. wide and 16 ft. long in the rear of his premises 3327 Ravenwood Avenue; the said garage to be within 3 ft. of a frame porch in the rear and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved January 10, 1928.

WM. F. BROENING, *Mayor.*

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## No. 222.

An ordinance granting permission to John Pfadenhauer to erect a metal garage in the rear of his premises 3708 Fernwood Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to John Pfadenhauer to erect a metal garage 10 ft. wide and 16 ft. long in the rear of his premises 3708 Fernwood Avenue; the said garage to be within 4 ft. of an open frame porch and to be erected under the supervision of the Bureau of Build-

ings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved January 10, 1928.

WM. F. BROENING, *Mayor.*

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No. 223.

An ordinance to waive the provisions of Ordinance No. 243 of the year 1924, which prohibits the sale of gasoline within 300 feet of a school, in so far as said ordinance applies to the premises of the Hudson Garage, 2726 Hudson street.

Whereas, the Hudson Garage already has gasoline tanks and pumps on its premises 2726 Hudson street and desires to install an additional tank and pump; therefore

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the provisions of Ordinance No. 243 of the year 1924, which prohibits the sale of gasoline within 300 feet of a school, be and they are hereby waived in so far as said provisions apply to the premises of the Hudson Garage, 2726 Hudson street.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved January 10, 1928.

WM. F. BROENING, *Mayor.*

## No. 224.

An ordinance to waive the provisions of Ordinance No. 243 of the year 1924, which prohibits the sale of gasoline within 300 feet of a church, in so far as said ordinance applies to the premises of The Lord Baltimore Filling Stations, Inc., 21 and 23 Harford Road, Hamilton.

Whereas, The Lord Baltimore Filling Stations, Inc., already have gasoline tanks and pumps on their premises 21 and 23 Harford Road and desire to install two additional tanks and pumps on the same premises; therefore

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the provisions of Ordinance No. 243 of the year 1924, which prohibits the sale of gasoline within 300 feet of a church, be and they are hereby waived in so far as said provisions apply to the premises of The Lord Baltimore Filling Stations, Inc., 21 and 23 Harford Road, Hamilton.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved January 10, 1928.

WM. F. BROENING, *Mayor.*

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## No. 225.

An ordinance making Hanover street, from Barre street to Conway street, a two-way street and to repeal so much of Ordinance No. 304, approved May 24, 1920, as makes said street a one-way street from Barre street to Conway street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That Hanover street,

from Barre street to Conway street, be and it is hereby declared to be a two-way street for vehicular traffic in both a northerly and a southerly direction.

SECTION 2. *And be it further ordained,* That so much of Ordinance No. 304, approved May 24, 1920, as makes Hanover street, from Barre street to Conway street, a one-way street be and it is hereby repealed.

SECTION 3. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved January 10, 1928.

WM. F. BROENING, *Mayor.*

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No. 226.

An ordinance to condemn and close a ten foot alley 100 feet east of Giulford Avenue from the south side of Saratoga Street southerly 110 feet to the north side of Dickey Place in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets on the twenty-eighth day of April, 1927, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn and close an alley 100 feet east of Guilford Ave., with a width of ten feet from the south side of Saratoga Street southerly 110 feet to the north side of Dickey Place, the land hereby directed

to be condemned for said closing being described as follows:

Beginning for the same at a point on the south side of Saratoga Street, as now laid out, said point of beginning being distant 100 feet easterly from the point formed by the intersection of the east side of Guilford Avenue and the south side of said Saratoga Street; and running thence southerly binding on the west side of a ten foot alley there situate 110 feet to intersect the north side of Dickey Place, as now laid out; thence easterly binding on the north side of said Dickey Place 10 feet to intersect the east side of said ten foot alley; thence northerly binding on the east side of said ten foot alley 110 feet to intersect the south side of said Saratoga Street; and thence westerly binding on the south side of said Saratoga Street 10 feet to the place of beginning.

The said alley as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the twenty-eighth day of April in the year 1927, and is now on file in the said Office.

Section 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets with reference to the condemnation and closing of said ten-foot alley and the proceedings and rights of all parties interested or affected thereby, shall be regulated by and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of

Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved January 14, 1928.

WM. F. BROENING, *Mayor.*

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No. 227.

An ordinance to condemn and close Hammond street, 66 feet wide, from the east side of Charles street to the west side of Light street in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the sixteenth day of August, 1927, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn and close Hammond street with a width of 66 feet from the east side of Charles Street to the west side of Light street, the land hereby directed to be condemned for said closing being described as follows:

Beginning for the same at a point formed by the intersection of the east side of Charles Street, as now laid out, and the south side of Hammond Street, 66 feet wide; and running thence binding on the south side of Hammond Street easterly 458 feet 4 inches to intersect the

west side of Light Street; thence binding on the west side of Light Street northerly 66 feet to intersect the north side of said Hammond Street; thence binding on the north side of said Hammond Street westerly 458 feet 4 inches to intersect the east side of said Charles Street; and thence binding on the east side of said Charles Street southerly 66 feet to the place of beginning, the said street as directed to be condemned being delineated and particularly shown on a plat which was filed in the office of the Commissioners for Opening Streets on sixteenth day of August in the year 1927 and is now on file in said Office.

SECTION 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets with reference to the condemnation and closing of said Hammond Street and the proceedings and rights of all parties interested or affected thereby, shall be regulated by and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved January 14, 1928.

WM. F. BROENING, *Mayor.*

## No. 228.

An ordinance to condemn and close Dickman Street, 66 feet wide, from the east side of Charles Street to the west side of Light Street, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the sixteenth day of August, 1927, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn and close Dickman Street with a width of 66 feet from the east side of Charles Street to the west side of Light Street, the land hereby directed to be condemned for said closing being described as follows:

Beginning for the same at a point formed by the intersection of the east side of Charles Street, as now laid out, and the south side of Dickman Street, 66 feet wide; and running thence binding on the south side of said Dickman Street easterly 458 feet 4 inches to intersect the west side of Light Street; thence binding on the west side of said Light Street northerly 66 feet to intersect the north side of said Dickman Street; thence binding on the north side of said Dickman Street westerly 458 feet 4 inches to intersect the east side of said Charles Street; thence binding on the east side of said Charles Street southerly 66 feet to the place of beginning, the said Street as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on sixteenth day of August in the year 1927, and is now on file in the said Office.

SECTION 2. *And be it further ordained,* That the proceedings of said Commissioners for

Opening Streets with reference to the condemnation and closing of said Dickman Street, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved January 14, 1928.

WM. F. BROENING, *Mayor.*

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No. 229.

An ordinance to condemn and close Moale Street, 66 feet wide, from the east side of Charles Street to the west side of Light Street in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the sixteenth day of August, 1927, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn and close Moale Street with a width of 66 feet from the east side of Charles Street to the west side of Light Street, the land hereby directed to be condemned for said closing being described as follows:

Beginning for the same at a point formed by the intersection of the east side of Charles Street, and now laid out, and the south side of

Moale Street, as laid out 66 feet wide; and running thence binding on the south side of said Moale Street easterly 458 feet 4 inches to intersect the west side of Light Street, as now laid out; thence binding on the west side of said Light Street northerly 66 feet to intersect the north side of said Moale Street; thence binding on the north side of said Moale Street westerly 458 feet 4 inches to intersect the east side of said Charles Street; and thence binding on the east side of said Charles Street southerly 66 feet to the place of beginning, the said Street as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on sixteenth day of August in the year 1927, and now on file in said Office.

SECTION 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets with reference to the condemnation and closing of said Moale Street, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved January 14, 1928.

WM. F. BROENING, *Mayor.*

## No. 230.

An ordinance to condemn and close Kelso Street, 66 feet wide, from the east side of Charles Street to the west side of Light Street in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the sixteenth day of August, 1927, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn and close Kelso Street with a width of 66 feet from the east side of Charles Street to the west side of Light Street, the land hereby directed to be condemned for said closing being described as follows:

Beginning for the same at a point formed by the intersection of the east side of Charles Street, as now laid out, and the south side of Kelso Street, 66 feet wide; and running thence binding on the south side of said Kelso Street easterly 458 feet 4 inches to intersect the west side of Light Street; thence binding on the west side of Light Street northerly 66 feet to intersect the north side of said Kelso Street; thence binding on the north side of said Kelso Street westerly 458 feet 4 inches to intersect the east side of said Charles Street; and thence southerly binding on the east side of said Charles Street 66 feet to the place of beginning; the said Street as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on sixteenth day of August in the year 1927, and is now on file in said Office.

SECTION 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets with reference to the condemnation and closing of said Kelso Street, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved January 14, 1928.

WM. F. BROENING, *Mayor.*

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## No. 231.

An ordinance to condemn and close Brice Street, 20 feet wide, from a point 89.17 feet south of Mulberry Street southerly to a ten foot alley in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the eighteenth day of August, 1927, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn and close Brice Street with a width of 20 feet from a point 89.17 feet south of Mulberry Street

southerly to a ten foot alley, the land hereby directed to be condemned for said closing being described as follows:

Beginning for the same at a point on the west side of Brice Street, as now laid out 20 feet wide, at a distance of 89.17 feet southerly from the point formed by the intersection of the south side of Mulberry Street and the west side of said Brice Street, said point of beginning also being the southwest corner of said Brice Street and a ten foot alley; and running thence southerly binding on the west side of said Brice Street 98 feet to intersect the north side of another ten foot alley; thence binding on the line of the north side of said ten foot alley easterly 20 feet to intersect the east side of said Brice Street; thence binding on the east side of said Brice Street northerly 98 feet to intersect the line of the south side of said first mentioned ten foot alley; thence westerly binding on the line of the south side of said first mentioned ten foot alley westerly 20 feet to the place of beginning.

The said street as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the eighteenth day of August in the year 1927 and is now on file in said Office.

Section 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets with reference to the condemnation and closing of said Brice Street, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Mary-

land, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all other amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved January 14, 1928.

WM. F. BROENING, *Mayor.*

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No. 232.

An ordinance to condemn and close Donaldson Street, 66 feet wide, from the east side of Charles Street to the west side of Light Street, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the sixteenth day of August, 1927, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners for Opening Streets, be and they are hereby authorized and directed to condemn and close Donaldson Street with a width of 66 feet from the east side of Charles Street to the west side of Light Street, the land hereby directed to be condemned for said closing being described as follows:

Beginning for the same at a point formed by the intersection of the east side of Charles Street, as now laid out, and the south side of Donaldson street 66 feet wide; and running thence binding on the south side of said Donald-

son Street easterly 458 feet 4 inches to intersect the west side of Light Street; thence binding on the west side of Light Street northerly 66 feet to intersect the north side of said Donaldson Street; thence binding on the north side of said Donaldson Street westerly 458 feet 4 inches to intersect the east side of said Charles Street; and thence binding on the east side of said Charles Street southerly 66 feet to the place of beginning, the said Street as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on sixteenth day of August in the year 1927, and now on file in the said Office.

SECTION 2. *And be it further ordained*, That the proceedings of said Commissioners for Opening Streets with reference to the condemnation and closing of said Donaldson Street and the proceedings and rights of all parties interested or affected thereby, shall be regulated by and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved January 14, 1928.

WM. F. BROENING, *Mayor.*

## No. 233.

An ordinance to repeal Ordinance No. 221, approved July 10, 1924, entitled "An ordinance to condemn and widen Aisquith and Low Streets at the southwest corner of Aisquith and Low Streets, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the 23rd day of May, 1924, and now on file in said office."

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That Ordinance No. 221, approved July 10, 1924, entitled "An ordinance to condemn and widen Aisquith and Low Streets at the southwest corner of Aisquith and Low Streets, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the 23d day of May, 1924, and now on file in said office," be and it is hereby repealed.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved January 14, 1928.

WM. F. BROENING, *Mayor.*

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## No. 234.

An ordinance to condemn, open and grade Thirty-fourth Street, 60 feet wide, from the west side of Elm Avenue to the northeast side of Hickory Avenue extended in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the twenty-second day of August, 1927, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commis-

sioners for Opening Streets be and they are hereby authorized and directed to condemn, open and grade Thirty-fourth Street with a width of 60 feet from the west side of Elm Avenue to the northwest side of Hickory Avenue extended, the land hereby directed to be condemned for said opening being described as follows:

Beginning for the same at a point formed by the intersection of the north side of Thirty-fourth Street, as now laid out, and the west side of Elm Avenue, as now laid out; the co-ordinates of said point of beginning based upon the system established by the City of Baltimore Topographical Survey Commission being West 4,391.33 feet and North 11,344.31 feet; and running thence binding on the north side of said Thirty-fourth Street South 87°-00′-15″ West 477 feet more or less to intersect the northeast side of Hickory Avenue extended; thence binding on the northeast side of said Hickory Avenue extended southeasterly 70 feet more or less to intersect a line drawn parallel with and distant 60 feet southerly measured at right angles from the first line of this description; thence reversing said line so drawn and binding thereon North 87°-00′-15″ East 445 feet more or less to intersect the west side of said Elm Avenue; and thence binding on the west side of said Elm Avenue northerly 60 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said street as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Com-

missioners for Opening Streets on the twenty-second day of August in the year of 1927 and now on file in said office.

SECTION 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and opening of said Thirty-fourth Street and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved January 14, 1928.

WM. F. BROENING, *Mayor.*

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No. 235.

An ordinance to condemn and open a 15 foot lane from the northeast side of Pennsylvania Avenue northeasterly 211.33 feet more or less to the southwest side of a ten foot alley in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the twenty-second day of August, 1927, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commis-

sioners for Opening Streets be, and they are hereby authorized and directed to condemn and open a lane with a width of 15 feet from the northeast side of Pennsylvania Avenue northeasterly 211.33 feet to the southwest side of a ten-foot alley, the land hereby directed to be condemned for said opening being described as follows:

Beginning for the same at a point formed by the intersection of the northeast side of Pennsylvania Avenue, as now laid out, and the northwest side of a 15-foot lane, as now laid out, said point of beginning being distant 401.75 feet southeasterly from the point formed by the intersection of the southeast side of Retreat Street and the northeast side of said Pennsylvania Avenue; and running thence binding on the northwest side of said 15-foot lane northeasterly 211.33 feet more or less to intersect the southwest side of a 10-foot alley; thence binding on the southwest side of said 10-foot alley southeasterly 15 feet to intersect the southeast side of said 15-foot lane; thence binding on the southeast side of said 15-foot lane southwesterly 211.33 feet more or less to intersect the northeast side of said Pennsylvania Avenue; thence northwesterly binding on the northeast side of said Pennsylvania Avenue 15 feet to the place of beginning.

The said lane as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the twenty-second day of August in the year 1927, and is now on file in said Office.

Section 2. *And be it further ordained,* That the proceedings of said Commissioners for

Opening Streets, with reference to the condemnation and closing of said Lane, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved January 14, 1928.

WM. F. BROENING, *Mayor.*

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No. 236.

An ordinance to condemn and close a 15 foot lane from the northeast side of Pennsylvania Avenue northeasterly 211.33 feet more or less to the southwest side of a 10 foot alley, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the twenty-second day of August, 1927, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn and close a 15 foot lane from the northeast side of Pennsylvania Avenue northeasterly 211.33 feet more or less to the southwest side of a 10 foot

alley, the land hereby directed to be condemned for said closing being described as follows:

Beginning for the same at a point formed by the intersection of the northeast side of Pennsylvania Avenue and the northwest side of a 15 foot lane, said point of beginning being distant 401.75 feet southeasterly from the point formed by the intersection of the southeast side of Retreat Street, as now laid out, and the northeast side of said Pennsylvania Avenue; and running thence binding on the northwest side of said 15 foot lane northeasterly 211.33 feet more or less to intersect the southwest side of a ten foot alley there situate; thence binding on the southwest side of said ten foot alley southeasterly 15 feet to intersect the southeast side of said 15 foot lane; thence binding on the southeast side of said 15 foot lane southwesterly 211.33 feet more or less to intersect the northeast side of said Pennsylvania Avenue; and thence binding on the northeast side of said Pennsylvania Avenue northwesterly 15 feet to the place of beginning, the said Lane as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the twenty-second day of August in the year 1927, and is now on file in the said Office.

Section 2. *And be it further ordained*, That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and closing of said Lane, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the

General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved January 14, 1928.

WM. F. BROENING, *Mayor.*

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## No. 237.

An ordinance to condemn, open and grade Copley Road, 50 feet wide, from the intersection of Belle Avenue and Dolfield Avenue southwesterly 306.52 feet more or less to Copley Road as now laid out in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the twenty-second day of August, 1927, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn, open and grade Copley Road with a width of 50 feet from the intersection of Belle Avenue and Dolfield Avenue southwesterly 306.52 feet more or less to Copley Road as now laid out, the land hereby directed to be condemned for said opening being described as follows:

Beginning for the same at a point on the southwest side of Dolfield Avenue, as condemned and opened under Ordinance No. 818, approved February 14, 1923, said point being distant South 34°-28′-51″ East 3.52 feet from

the intersection of the southwest side of said Dolfield Avenue and the southeast side of Belle Avenue, as now laid out; the co-ordinates of said point of beginning based upon the system established by the City of Baltimore Topographical Survey Commission, being West 16,401.83 feet and North 13,237.21 feet; and running thence binding on the southeast side of Copley Road South 21°-12′-30″ West 306.52 feet to intersect the northernmost outline of Ashburton; thence binding on the said northernmost outline of Ashburton South 86°-43′-50″ West 54.94 feet to intersect a line drawn parallel with and distant 50 feet northwesterly measured at right angles from the first line of this description; thence reversing said line so drawn and binding thereon North 21°-12′-30″ East 284.44 feet to intersect the southeast side of said Belle Avenue; thence binding on the southeast side of said Belle Avenue North 66°-22′-26″ East 66.41 feet to intersect the southwest side of said Dolfield Avenue; and thence binding on the southwest side of said Dolfield Avenue South 34°-28′-51″ East 3.52 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said road as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the twenty-second day of August in the year 1927, and is now on file in the said Office.

Section 2. *And be it further ordained,* That the proceedings of said Commissioners for

Opening Streets, with reference to the condemnation and opening of said Copley Road and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved January 14, 1928.

WM. F. BROENING, *Mayor.*

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No. 238.

An ordinance to condemn and close several portions of Bloomingdale Road as condemned and opened under Ordinance No. 834, approved March 12, 1923, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the second day of September, 1927, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn and close several portions of Bloomingdale Road as condemned and opened under Ordinance No. 834, approved March 12, 1923, the land hereby

directed to be condemned for said closing being described as follows:

Beginning for the First on the southwest side of Bloomingdale Road, as condemned and opened under Ordinance No. 834, approved March 12, 1923, at the distance of 166.37 feet southeasterly from the point formed by the intersection of the south side of Walbrook Avenue, as now laid out, and the southwest side of said Bloomingdale Road, the co-ordinates of said point of beginning based upon the system established by the City of Baltimore Topographical Survey Commission being west 15861.91 feet and North 4379.12 feet, and running thence binding on the southwest side of said Bloomingdale Road South 33°-30′-00″ East 18.87 feet, thence North 87°-25′-10″ East 4.54 feet to intersect the southwest side of Bloomingdale Road, as laid out before such condemnation, thence binding on the southwest side of Bloomingdale Road, as laid out before said condemnation, North 32°-15′-44″ West 18.64 feet, and thence South 87°-25′-10″ West 5.01 feet to the place of beginning.

Beginning for the Second portion at a point on the northeast side of Bloomingdale Road, as condemned and opened under Ordinance No. 834 approved March 12, 1923, at the distance of 167.01 feet southeasterly from the point formed by the intersection of the south side of Walbrook Avenue, as now laid out, and the northeast side of said Bloomingdale Road, the coordinates of said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being West 15791.74 feet and North 4381.83 feet, and running thence binding on the northeast side of said Bloomingdale Road South 33°-30′-00″ East

7.41 feet to intersect the north side of a 20 foot alley there laid out; thence binding on the north side of said 20 foot alley South 87°-20′-40″ West 3.80 feet, and thence North 02°-39′-20″ West 6.36 feet to the place of beginning.

Beginning for the Third portion at a point on the southwest side of Bloomingdale Road, as condemned and opened under Ordinance No. 834, approved March 12, 1923, at the distance of 17.82 feet southeasterly from the point formed by the intersection of the south side of Westwood Avenue, as now laid out, and the southwest side of said Bloomingdale Road, the co-ordinates of said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being West 15276.09 feet and North 3777.06 feet; and running thence binding on the southwest side of said Bloomingdale Road South 52°-12′-38″ East 87.35 feet, thence North 87°-20′-30″ East 5.81 feet; thence North 51°-52′-45″ West 95.45 feet, and thence South 02°-37′-00″ East 5.67 feet to the place of beginning.

Beginning for the Fourth portion at a point on the northeast side of Bloomingdale Road, as condemned and opened under Ordinance No. 834, approved March 12, 1923, at the distance of 43.08 feet southeasterly from the point formed by the intersection of the south side of Baker Street, as now laid out, and the northeast side of said Bloomingdale Road, the co-ordinates of said point of beginning, based upon the system established by the City of Baltimore Topograpical Survey Commission, being West 14554.32 feet and North 2982.66 feet; and running thence binding on the northeast side of said Bloomingdale Road South 20°-28′-33″ East 40.63 feet, thence South 87°-20′-30″ West 5.51

feet, thence North 21°-14′-10″ West 20.71 feet, and thence North 03°-38′-20″ West 19.06 feet to the place of beginning.

Beginning for the Fifth portion at a point on the northeast side of Bloomingdale Road, as condemned and opened under Ordinance No. 834, approved March 12, 1923, at the distance of 3.99 feet northwesterly from the point formed by the intersection of the north side of Brighton Street and the northeast side of said Bloomingdale Road, the co-ordinates of said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being West 14503.30 feet and North 2846.01 feet; and running thence binding on the northeast side of said Bloomingdale Road North 20°-28′-33″ West 20.28 feet, thence South 02°-44′-33″ East 19.31 feet, and thence North 87°-20′-30″ East 6.18 feet to the place of beginning.

Beginning for the Sixth portion at a point on the northeast side of Bloomingdale Road, as condemned and opened under Ordinance No. 834, approved March 12, 1923, at the distance of 15.58 feet northwesterly from the point formed by the intersection of the north side of Presstman Street, as now laid out, and the northeast side of said Bloomingdale Road, the co-ordinates of said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being West 14417.69 feet and North 2611.25 feet, and running thence binding on the northeast side of said Bloomingdale Road North 17°-57′-35″ West 15.40 feet; thence South 02°-37′-00″ East 14.85 feet, and thence North 87°-20′-30″ East 4.07 feet to the place of beginning.

Beginning for the Seventh portion at a point on the northeast side of Bloomingdale Road, as condemned and opened under Ordinance No. 834, approved March 12, 1923, at the distance of 48.68 feet southeasterly from the point formed by the intersection of the south side of Belmont Avenue, as now laid out, and the northeast side of said Bloomingdale Road, the co-ordinates of said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being West 14258.42 feet and North 2094.46 feet, and running thence binding on the northeast side of said Bloomingdale Road South 15°-29′-24″ East 26.83 feet, thence South 87°-20′-30″ West 3.81 feet, thence North 16°-29′-21″ West 8.65 feet, and thence North 02°-55′-41″ West 17.77 feet to the place of beginning.

Beginning for the Eighth portion at a point formed by the intersection of the northeast side of Bloomingdale Road, as condemned and opened under Ordinance No. 834, approved March 12, 1923, and the south side of a 10 foot alley, said point of beginning, being distant 102.57 feet southeasterly from the point formed by the intersection of the south side of Belmont Avenue, as now laid out, and the northeast side of said Bloomingdale Road, the co-ordinates of said point of beginning being based upon the system established by the City of Baltimore Topographical Survey Commission, being West 14244.03 feet and North 2042.53 feet, and running thence binding on the northeast side of said Bloomingdale Road South 15°-29′-24″ East 82.03 feet to intersect the northernmost side of the right of way of the Western Maryland Railroad; thence binding on said northernmost side of said right of way South 71°-00′-30″ West

1.59 feet to intersect the northeast side of Bloomingdale Road, as laid out before said condemnation, thence binding on the northeast side of said Bloomingdale Road, as laid out before said condemnation North 16°-43′-20″ West 82.94 feet to intersect the south side of said 10 foot alley, and thence binding on the south side of said 10 foot alley North 87°-20′-30″ East 3.46 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission. The said street as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the second day September in the year 1927, and is now on file in said office.

Section 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and closing of said portions of Bloomingdale Road and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City

Council of Baltimore now in force and applicable thereto.

Approved January 14, 1928.

WM. F. BROENING, *Mayor.*

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No. 239.

An ordinance to condemn, open, widen and grade Loney's Lane, varying in width from 33 feet to 100 feet from the south side of Sinclair Lane to the southwest side of Erdman Avenue, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the eighteenth day of August, 1927, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn, open, widen and grade Loney's Lane, varying in width from 33 feet to 100 feet from the south side of Sinclair Lane to the southwest side of Erdman Avenue, the land hereby directed to be condemned for said opening being described as follows:

Beginning for the same at a point formed by the intersection of the south side of Sinclair Lane, as now laid out, and the west side of Loney's Lane as condemned and opened 100 feet wide, under Ordinance No. 549, approved February 1, 1921, the co-ordinates of said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being East 12011.19 feet, and North 6086 feet; and running thence North 00°-26′-17″ West 33 feet to intersect the north side of said Sinclair Lane; thence binding on the

north side of said Sinclair Lane North 89°-25′-52″ East 67 feet to intersect the west side of Loney's Lane, as now laid out; thence binding on the west side of Loney's Lane North 00°-26′-17″ West 265 feet to intersect the northernmost outline of the property of the Baltimore and Ohio Railroad there situate; thence binding on the said northernmost outline South 89°-25′-52″ West 56.90 feet; thence North 03°-15′-40″ East 736.07 feet to intersect the west side of said Loney's Lane, as now laid out; thence binding on the west side of said Loney's Lane North 00°-49′-45″ West 108.66 feet to an angle or bend in the west side of the said Loney's Lane, as now laid out; thence binding on the west side of said Loney's Lane North 17°-29′-00″ East 1098.01 feet to intersect the southwest side of Erdman Avenue, as now in process of condemnation under Ordinance No. 654, approved May 14, 1926; thence southeasterly binding on the southwest side of said Erdman Avenue by a line curving to the right with a 1011.34 foot radius the distance of 114.09 feet which arc is subtended by a chord bearing South 43°-47′-29″ East 114.04 feet to intersect a line drawn parallel with and distant 100 feet measured at right angles from the seventh line of this description; thence reversing said line so drawn and binding thereon and along a line drawn parallel with and distant 100 feet measured at right angles from the fifth line of this description the two following courses and distances, namely: South 17°-29′-00″ West 999.20 feet and South 03°-15′-40″ West 1015.80 feet to intersect the east side of said Loney's Lane as now laid out 33 feet wide; thence binding on the east side of said Loney's Lane South 00°-26′-17″ East 138.39 feet to intersect the line of the south side of said

Sinclair Lane produced easterly; thence reversing said line so produced and binding thereon South 89°-25′-52″ West 100 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said lane as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the eighteenth day of August in the year 1927, and is now on file in said office.

SECTION 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and opening of said Loney's Lane and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New City Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland, which may be applicable thereto, and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved January 14, 1928.

WM. F. BROENING, *Mayor.*

## No. 240.

An ordinance to condemn, open, widen and grade Cold Spring Lane (Melvale Avenue) from its present width of about 40 feet to a width varying from 60 feet to about 85 feet, from the west side of Falls Road to the east side of Green Spring Avenue, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the second day of September, 1927, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn, open, widen and grade Cold Spring Lane (Melvale Avenue) from its present width of about 40 feet to a width varying from 60 feet to about 85 feet, from the west side of Falls Road to the East side of Green Spring Avenue, the land hereby directed to be condemned for said opening being described as follows:

Beginning for the same at a point on the west side of Falls Road, distant 25 feet more or less southerly from the point formed by the intersection of the southwest side of Cold Spring Lane (Melvale Avenue), as now laid out, and the west side of said Falls Road; the co-ordinates of said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being West 6,962.88 feet and North 16,620.73 feet, and running thence North 76°-29′-30″ West 972.87 feet, thence by a line curving to the right with a 325.25 foot radius the distance of 224.34 feet, which arc is subtended by a chord bearing North 56°-43′-55″ West 219.92 feet, thence North 36°-58′-20″ West 111.79 feet, thence by a line curving to the left with a 703.00 foot radius the distance of 229.10 feet, which arc is subtended by a chord bearing North 46°-18′-30″

West 228.08 feet, thence North 55°-38′-40″ West 100.00 feet, thence by a line curving to the left with a 440.29 foot radius the distance of 312.70 feet, which arc is subtended by a chord bearing North 75°-59′-25″ West 306.17 feet, thence South 83°-39′-50″ West 977.39 feet, thence by a line curving to the left with a 476.38 foot radius the distance of 302.53 feet, which arc is subtended by a chord bearing South 65°-28′-15″ West 297.48 feet, thence South 47°-16′-40″ West 1,228.40 feet, thence by a line curving to the right with a 567.33 foot radius the distance of 274.83 feet, which arc is subtended by a chord bearing South 61°-09′-20″ West 272.15 feet, thence South 75°-02′-00″ West 540.00 feet, thence by a line curving to the left with a 1,086.52 foot radius the distance of 321.75 feet, which arc is subtended by a chord bearing South 66°-33′-00″ West 320.57 feet, thence continuing to curve to the left with a 274.85 foot radius the distance of 231.99 feet, which arc is subtended by a chord bearing South 33°-53′-10″ West 225.17 feet to intersect the east side of Green Spring Avenue, as now laid out, thence northerly binding on the east side of said Green Spring Avenue by a line curving to the right with a 158 foot radius the distance of 226.12 feet, which arc is subtended by a chord bearing North 05°-09′-20″ East 207.66 feet, thence North 67°-33′-40″ East 81.30 feet to intersect a line drawn parallel with and distant 60 feet northerly measured at right angles from the twelfth line of this description, thence reversing said line so drawn and binding thereon and along lines drawn parallel with and distant 60 feet northerly measured at right angles from the eleventh, tenth, ninth, eighth, seventh, sixth, fifth, fourth, third, second and first lines,

respectively, of this description, the twelve following courses and distances, namely: by a line curving to the right with a 1,146.52 foot radius the distance of 339.51 feet, which arc is subtended by a chord bearing North 66°-33′-00″ East 338.27 feet, thence North 75°-02′-00″ East 540.00 feet, thence by a line curving to the left with a 507.33 foot radius the distance of 245.77 feet, which arc is subtended by a chord bearing North 61°-09′-20″ East 243.37 feet, thence North 47°-16′-40″ East 1,228.40 feet, thence by a line curving to the right with a 536.38 foot radius the distance of 340.63 feet, which arc is subtended by a chord bearing North 65°-28′-15″ East 334.94 feet, thence North 83°-39′-50″ East 977.39 feet, thence by a line curving to the right with a 500.29 foot radius the distance of 355.31 feet, which arc is subtended by a chord bearing South 75°-59′-25″ East 347.89 feet, thence South 55°-38′-40″ East 100 feet, thence by a line curving to the right with a 763.00 foot radius the distance of 248.66 feet, which arc is subtended by a chord bearing South 46°-18′-30″ East 247.55 feet, thence South 36°-58′-20″ East 111.79 feet, thence by a line curving to the left with a 265.25 foot radius the distance of 182.95 feet, which arc is subtended by a chord bearing South 56°-43′-55″ East 179.35 feet, and thence South 76°-29′-30″ East 942.11 feet to intersect the west side of said Falls Road, thence binding on the west side of said Falls Road South 13°-37′-30″ East 67.42 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said Lane as directed to be condemned being delineated and particularly shown on a

plat which was filed in the Office of the Commissioners for Opening Streets on the second day of September in the year 1927, and is now on file in the said Office.

SECTION 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and opening of said Cold Spring Lane, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City) as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved January 14, 1928.

WM. F. BROENING, *Mayor.*

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No. 241.

An ordinance to condemn and open a ten foot alley, 100 feet east of Guilford Ave., from the south side of Saratoga Street southerly 110 feet to the north side of Dickey Place, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the twenty-first day of October, 1927, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commis-

sioners for Opening Streets be, and they are hereby authorized and directed to condemn and open a 10 foot alley, 100 feet east of Guilford Avenue, from the south side of Saratoga Street southerly 110 feet to the north side of Dickey Place, the land hereby directed to be condemned for said opening being described as follows:

Beginning for the same at a point on the south side of Saratoga Street, as now laid out, said point of beginning being distant 100 feet easterly from the point formed by the intersection of the east side of Guilford Avenue and the south side of said Saratoga Street; and running thence southerly binding on the west side of a 10 foot alley there situate 110 feet to intersect the north side of Dickey Place, as now laid out, thence easterly binding on the north side of said Dickey Place 10 feet to intersect the east side of said 10 foot alley; thence northerly binding on the east side of said 10 foot alley 110 feet to intersect the south side of said Saratoga Street; and thence westerly binding on the south side of said Saratoga Street 10 feet to the place of beginning.

The said alley as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the twenty-first day of October in the year 1927, and is now on file in the said Office.

Section 2. *And be it further ordained,* That the proceedings of the said Commissioners for Opening Streets, with reference to the condemnation and opening of said alley and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with all such provisions of

Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved January 14, 1928.

WM. F. BROENING, *Mayor.*

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No. 242.

An ordinance to repeal Ordinance No. 906, approved May 18, 1923, entitled: "An Ordinance to condemn, open, widen and grade Harford Road from the Eastern Boundary of Baltimore City, as established in 1888, to the northeast side of Batavia Avenue, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets on the 20th day of February, 1923, and now on file in said office."

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That Ordinance No. 906, approved May 18, 1923, entitled "An Ordinance to condemn, open, widen and grade Harford Road from the Eastern Boundary of Baltimore City, as established in 1888, to the northeast side of Batavia Avenue, in accordance with a plat thereof filed in the Office of Commissioners for Opening Streets on the 20th day of February, 1923, and now on file in said Office," be and it is hereby repealed.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved January 14, 1928.

WM. F. BROENING, *Mayor.*

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No. 243.

An ordinance to repeal and reordain with amendments Ordinance No. 408, approved May 21, 1925, entitled "An ordinance authorizing the Board of Estimates to sell at public sale, in accordance with Section 13, of the City Charter, as amended by the Acts of 1912, Chapter 32, all the property being at the corner formed by the intersection of the north side of Penhurst avenue, and the west side of Garrison avenue, as laid down on the plat of the West Arlington Improvement Company; said property being no longer needed for public use," providing that the deed or deeds for said property shall contain the usual restrictions to be found in a deed for adjoining land on the west side of Garrison avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That Ordinance No. 408, approved May 21, 1925, entitled "An ordinance authorizing the Board of Estimates to sell at public sale, in accordance with Section 13, of the City Charter, as amended by the Acts of 1912, Chapter 32, all the property being at the corner formed by the intersection of the north side of Penhurst avenue, and the west side of Garrison avenue, as laid down on the plat of the West Arlington Improvement Company; said property being no longer needed for public use," be and the same is hereby repealed and reordained with amendments to read as follows:

The Board of Estimates be, and is hereby authorized to sell at public sale, in accordance

with Section 13 of the City Charter, as amended by the Acts of 1912, Chapter 32, the following described property:

Beginning for the same at the corner formed by the intersection of the north side of Penhurst avenue and the west side of Garrison avenue, as laid down on the plat of the West Arlington Improvement Company, and running thence northerly on the west side of Garrison avenue 200 feet; thence westerly at right angles to Garrison avenue 200 feet to the east side of an alley 15 feet wide there situate, the said alley running parallel with Garrison avenue; thence southerly binding on the east side of said 15 foot alley, with the use thereof in common 200 feet to the intersection of said alley with the north side of Penhurst avenue; and thence easterly bounding on the north side of Penhurst avenue 200 feet to the place of beginning.

Said property being no longer needed for public use.

The rights of the Mayor and City Council of Baltimore in and to all the streets, avenues, lanes and alleys mentioned in the aforegoing description are hereby especially reserved.

Section 2. *And be it further ordained,* That no deed or deeds shall pass, in accordance with the above section unless the same shall have been approved in writing by the City Solicitor and such deed or deeds shall contain all the usual restrictions to be found in a deed for adjoining land on the west side of Garrison avenue.

Approved January 14, 1928

WM. F. BROENING, *Mayor.*

## No. 244.

An ordinance to amend Sheet No. 1 of the Area District Map accompanying Ordinance No. 922, approved May 19, 1923, known as the Zoning Ordinance, by changing from the E Area District to the D Area District certain property lying between Vickers road, Gwynns Falls Parkway, Hilton street and Longwood street, as outlined in red on the plat accompanying this ordinance and which is made a part hereof.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That Sheet No. 1 of the Area District Map accompanying Ordinance No. 922, approved May 19, 1923, and known as the Zoning Ordinance, be and the same is hereby amended by changing from the E Area District to the D Area District certain property lying between Vickers road, Gwynns Falls Parkway, Hilton street and Longwood street, as outlined in red on the plat accompanying this ordinance and made a part of this ordinance.

SECTION 2. *And be it further ordained,* That upon the passage of this ordinance by the City Council as evidence of the authenticity of the plat which is a part hereof, the said plat shall be signed by the President of the City Council and upon approval of the ordinance by the Mayor said plat shall be signed by the Mayor of the City of Baltimore.

SECTION 3. *And be it further ordained,* That this ordinance and the plat which is a part hereof shall take effect from the date of its passage.

Approved January 25, 1928.

WM. F. BROENING, *Mayor.*

## No. 245.

An ordinance extending to the Gillet Realty Corporation the right to exercise the permission heretofore granted to George W. Hyde by ordinance No. 110, approved October 18, 1927, to build and erect upon the premises 3908 North Charles street in Baltimore City a twelve story fireproof apartment house.

Whereas, by ordinance No. 110 approved October 18, 1927, permission was granted to George W. Hyde to build and erect upon the premises 3908 North Charles Street, in Baltimore City, a twelve (12) story fireproof apartment house; and

Whereas, the said property has been transferred by the said George W. Hyde to the Gillett Realty Corporation, a body corporate, and in order to make certain the right of the said The Gillett Realty Corporation to exercise the permission granted in said Ordinance No. 110, approved October 18, 1927, this ordinance is enacted.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore City,* That the permission and privilege heretofore granted to George W. Hyde by Ordinance No. 110, approved October 18, 1927, to build upon his property 3908 North Charles Street, in Baltimore City, a twelve (12) story fireproof apartment house, shall extend to the Gillett Realty Corporation, a body corporate, or the owner or owners of said premises in every respect and as fully and to the same extent as originally granted to the said George W. Hyde.

SECTION 2. *And be it further ordained* that this Ordinance shall take effect from the date of its passage.

Approved January 25, 1928.

WM. F. BROENING, *Mayor.*

## No. 246.

An ordinance to repeal Ordinance No. 603, approved June 4, 1921, entitled: "An ordinance to condemn and open Fayette Street, 70 feet wide, from Highland Avenue to Clinton Street, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets on the 25th day of February, 1921, and now on file in said office."

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That Ordinance No. 603, approved June 4, 1921, entitled "An Ordinance to condemn and open Fayette Street, 70 feet wide, from Highland Avenue to Clinton Street, in accordance with a plat thereof filed in the office of the Commissioners for Opening Streets on the 25th day of February, 1921, and now on file in said office," be and is hereby repealed.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved January 27, 1928.

WM. F. BROENING, *Mayor*.

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## No. 247.

An ordinance to repeal Ordinance No. 837, approved March 12, 1923, entitled: "An ordinance to condemn and open Third Street, 60 feet wide, from Baltimore street to Monument street, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets on the 6th day of February, 1922, and now on file in said office."

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That Ordinance No.

837, approved March 12, 1923, entitled "An ordinance to condemn and open Third Street, 60 feet wide, from Baltimore Street to Monument Street, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets on the 6th day of February, 1922, and now on file in said office," be and is hereby repealed.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved January 27, 1928.

WM. F. BROENING, *Mayor.*

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No. 248.

An ordinance granting permission to Benj. Kavanaugh to erect 6 individual garages and one structure for private storage purposes to replace the frame building used as a rendering plant in the rear of his premises 1100 Harford avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Benj. Kavanaugh to erect 6 individual garages and one structure for private storage purposes to replace the frame building used as a rendering plant in the rear of his premises 1100 Harford avenue; the said structures to be of corrugated iron, to be within 12 ft. of a brick dwelling and within 6 ft. of a frame shed at the rear of said dwelling on the same premises and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City, and especially in accordance with the provisions of Section 2 of Ordinance No. 825, approved Oct. 1, 1926.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved January 27, 1928.

WM. F. BROENING, *Mayor.*

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No. 249.

An ordinance granting permission to Frank C. Marino to erect 16 individual garages on the lot in the rear of the premises known as 418-426 S. Third St.

Whereas, Ordinance No. 243 of 1924 prohibits the erection of a public garage within 300 feet of a school; therefore,

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Frank C. Marino to erect 16 individual garages on the lot in the rear of the premises known as 418-426 S. Third St.; the said garages to be of concrete block construction, and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said city, and especially in accordance with the provisions of Sections 2 and 3 of Ordinance No. 825, approved Oct. 1, 1926.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved January 27, 1928.

WM. F. BROENING, *Mayor.*

## No. 250.

An ordinance to condemn and close Kelly Avenue, 20 feet wide, from the northeast side of Green Spring Avenue to the southeast side of Cross Country Boulevard, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the twenty-second day of August, 1927, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners for Opening Streets be, and they are hereby, authorized and directed to condemn and close Kelly Avenue with a width of 20 feet from the northeast side of Green Spring Avenue to the southeast side of Cross Country Boulevard, the land hereby directed to be condemned for said closing being described as follows:

Beginning for the same at a point formed by the intersection of the northeast side of Green Spring Avenue, as now laid out, and the northwest side of Kelly Avenue, as now laid out 20 feet wide, the co-ordinates of said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being West 15,679.82 feet and North 24,423.05 feet; and running thence binding on the northwest side of said Kelly Avenue the three following courses and distances, namely: North 36°-30′-10″ East 223.06 feet; thence by a line curving to the right with a 328 foot radius the distance of 65.83 feet,, which arc is subtended by a chord bearing North 42°-15′-10″ East 65.72 feet; and thence by a line curving to the left with a 116.51 foot radius the distance of 32.45 feet, which arc is subtended by a chord bearing North 40°-01′-27″ East 32.34 feet to intersect the southeast side of Cross Country Boulevard; thence binding on the southeast side

of said Cross Country Boulevard northeasterly by a line curving to the left with a 979.96 foot radius the distance of 51.41 feet, which arc is subtended by a chord bearing North 47°-45′-09″ East 51.40 feet to intersect the southeast side of said Kelly Avenue twenty feet wide; and thence southwesterly binding on the southeast side of said Kelly Avenue the four following courses and distances, namely: South 23°-08′-50″ West 28.72 feet; thence by a line curving to the right with a 136.51 foot radius the distance of 59.22 feet, which arc is subtended by a chord bearing South 35°-34′-30″ West 58.76 feet; thence by a line curving to the left with a 308 foot radius the distance of 61.82 feet, which arc is subtended by a chord bearing South 42°-15′-10″ West 61.72 feet; and thence South 36°-30′-10″ West 224.42 feet to intersect the northeast side of said Green Spring Avenue; and thence binding on the northeast side of said Green Spring Avenue North 49°-38′-10″ West 20.05 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said avenue as directed to be condemned being delineated and particularly shown on a plat which was in the Office of the Commissioners for Opening Streets on the twenty-second day of August in the year of 1927, and is now on file in the said Office.

Section 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and closing of said Kelly Avenue, and the proceedings and rights of all parties inter-

ested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City, as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved January 27, 1928.

WM. F. BROENING, *Mayor.*

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No. 251.

An ordinance to condemn and open an alley 89 feet southwest of Melville Avenue, varying in width from 10 feet to 11 feet more or less, from the southeast side of Frisby Street 530 feet more or less southeasterly to a 15 foot alley, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets on the fourteenth day of June, 1927, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn and open an alley with a width varying from 10 feet to 11 feet more or less from the southeast side of Frisby Street 530 feet more or less southeasterly to a 15 foot alley, the land hereby directed

to be condemned for said opening being described as follows:

Beginning for the same at a point on the southeast side of Frisby Street, as now laid out, said point of beginning being distant 89 feet southwesterly from the point formed by the intersection of the southwest side of Melville Avenue and the southeast side of said Frisby Street; and running thence parallel with said Melville Avenue southeasterly 530 feet to intersect the west side of a 15 foot alley there laid out; and running thence southerly binding on the west side of said 15 foot alley 10 feet more or less to intersect a line drawn parallel with and distant 10 feet southwesterly measured at right angles from the first line of this description; thence reversing said line so drawn and binding thereon northwesterly 193 feet more or less to intersect the northwesternmost outline of the lot of ground known as Number 800 East Thirty-fifth Street, thence binding on said outline southwesterly one foot more or less to intersect the rear line of the lots fronting on said Thirty-fifth Street from said northwesternmost outline to Frisby Street; thence binding on said rear line of said lots northwesterly 337 feet more or less to intersect the southeast side of said Frisby Street; and thence binding on the southeast side of the said Frisby Street northeasterly 11 feet more or less to the place of beginning.

The said alley as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the fourteenth day of June in the year 1927, and is now on file in the said Office.

SECTION 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and opening of said alley and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved January 27, 1928.

WM. F. BROENING, *Mayor.*

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## No. 252.

An ordinance to repeal Ordinance No. 832, approved March 12, 1923, entitled "An ordinance to condemn, open, widen and grade Liberty Heights Avenue, from Copley Road to the east side of Garrison Avenue, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the 14th day of November, 1922, and now on file in said office."

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That Ordinance No. 832, approved March 12, 1923, entitled "An ordinance to condemn, open, widen and grade Liberty Heights Avenue, from Copley Road to

the east side of Garrison Avenue, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the 14th day of November, 1922, and now on file in said office,'' be and it is hereby repealed.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved January 27, 1928.

WM. F. BROENING, *Mayor.*

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No. 253.

An ordinance to condemn, open and grade a 10 foot alley, 110 feet north of Edmondson Avenue, from the east side of Dennison Street easterly 234 feet in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the third day of October, 1927, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn, open and grade an alley with a width of 10 feet, 110 feet north of Edmondson Avenue, from the east side of Dennison Street easterly 234 feet, the land hereby directed to be condemned for said opening being described as follows:

Beginning for the same at a point on the east side of Dennison Street as now laid out, said point of beginning being distant 110 feet northerly from the point formed by the intersection of the north side of Edmondson Avenue, as now laid out, and the east side of said Dennison Street; and running thence easterly parallel with said Edmondson Avenue 234 feet to intersect the west side of a 10 foot alley there laid

out; thence northerly binding on the west side of said 10 foot alley 10 feet to intersect a line drawn parallel with and distant 10 feet measured at right angles from the first line of this description; thence reversing said line so drawn and binding thereon westerly 234 feet to intersect the east side of said Dennison Street; and thence binding on the east side of said Dennison Street southerly 10 feet to the place of beginning.

The said alley as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the third day of October in the year 1927, and is now on file in the said Office.

SECTION 2. *And be it further ordained*, That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and opening of said alley, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved January 27, 1928.

WM. F. BROENING, *Mayor.*

## No. 254.

An ordinance to condemn, open, widen and grade North Bend Road, from its present width of about 30 feet to a width varying from 50 feet to 88.32 feet, from the northernmost side of Frederick Road to the Western Boundary of Baltimore City established in 1918, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the twenty-eighth day of October, 1927, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners for Opening Streets be, and they are hereby, authorized and directed to condemn, open, widen and grade North Bend Road, from its present width of about 30 feet to a width varying from 50 feet to 88.32 feet, from the northernmost side of Frederick Road to the Western Boundary of Baltimore City established in 1918, the land hereby directed to be condemned for said opening being described as follows:

Beginning for the same at a point formed by the intersection of the northernmost side of Frederick Road, as now in process of condemnation 80 feet wide, and a line drawn parallel with and distant 10 feet easterly measured at right angles from the easternmost brick wall of the Police Sub-Station now being on the northwest corner of Frederick Road and North Bend Road, the co-ordinates of said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being West 25,474.05 feet and South 6052.06 feet; and running thence binding on said line so drawn North 29°-27′-10″ West 95.19 feet; thence by a line curving to the right with a 411.56 foot radius the distance of 106.53 feet, which arc is subtended by a chord bearing

North 22°-02′-15″ West 106.24 feet; thence North 14°-37′-20″ West 60 feet; thence by a line curving to the right with a 220.97 foot radius the distance of 146.55 feet, which arc is subtended by a chord bearing North 04°-26′-50″ East 144.38 feet; thence North 23°-31′-00″ East 99.41 feet; thence by a line curving to the left with a 329.52 foot radius the distance of 68.90 feet, which arc is subtended by a chord bearing North 17°-31′-35″ East 68.78 feet; thence North 11°-32′-10″ East 65.44 feet; thence by a line curving to the left with a 191.80 foot radius the distance of 293.92 feet, which arc is subtended by a chord bearing North 32°-21′-50″ East 265.99 feet; thence by a line curving to the right with a 437.08 foot radius the distance of 169.54 feet, which arc is subtended by a chord bearing North 65°-09′-05″ West 168.48 feet; thence North 54°-02′-20″ West 1,541.60 feet to intersect the Western Boundary of Baltimore City established in 1918; thence binding on said Western Boundary due North 61.76 feet to intersect a line drawn parallel with and distant 50 feet northeasterly measured at right angles from the tenth line of this description; thence reversing said line so drawn and binding thereon and along lines drawn parallel with and distant 50 feet northeasterly measured at right angles from the ninth, eighth, seventh, sixth, fifth, fourth, third, second and first lines, respectively, of this description, the ten following courses and distances, namely: South 54°-02′-20″ East 1,577.88 feet; thence by a line curving to the left with a 387.08 foot radius the distance of 150.15 feet, which arc is subtended by a chord bearing South 65°-09′-05″ East 149.21 feet; thence by a line curving to the right with a 241.80 foot radius the distance of 370.53 feet,

which arc is subtended by a chord bearing South 32°-21′-50″ East 335.33 feet; thence South 11°-32′-10″ West 65.44 feet; thence by a line curving to the right with a 379.52 foot radius the distance of 79.36 feet, which arc is subtended by a chord bearing South 17°-31′-35″ West 79.22 feet; thence South 23°-31′-00″ West 99.41 feet; thence by a line curving to the left with a 170.97 foot radius the distance of 113.39 feet, which arc is subtended by a chord bearing South 04°-26′-50″ West 111.72 feet; thence South 14°-37′-20″ East 60 feet; thence by a line curving to the left with a 361.56 foot radius the distance of 93.59 feet, which arc is subtended by a chord bearing South 22°-02′-15″ East 93.33 feet; and thence South 29°-27′-10″ East 58.67 feet; thence by a line curving to the left with a 50 foot radius the distance of 65.91 feet, which arc is subtended by a chord bearing South 67°-12′-54″ East 61.24 feet to intersect the north side of said Frederick Road; thence westerly binding on the north side of said Frederick Road by a line curving to the left with a 376.73 feet radius the distance of 88.51 feet, which arc is subtended by a chord bearing South 68°-17′-31″ West 88.32 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said Road as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the twenty-eighth day of October in the year 1927, and is now on file in the said Office.

Section 2. *And be it further ordained,* That the proceedings of said Commissioners for

Opening Streets, with reference to the condemnation and opening of said North Bend Road, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved January 27, 1928.

WM. F. BROENING, *Mayor.*

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No. 255.

An ordinance to condemn, open and grade Lexington Street, 66 feet wide, from the northeast side of Garrison Lane, as condemned and opened 75 feet wide, to the southwest side of Calverton Road, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the eighteenth day of October, 1927, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn, open and grade Lexington Street with a width of 66 feet from the northeast side of Garrison Lane, as condemned and opened 75 feet wide to

the southwest side of Calverton Road, the land hereby directed to be condemned for said opening being described as follows:

Beginning for the same at a point on the northeast side of Garrison Lane, as condemned and opened 75 feet wide, at the distance of 16.92 feet more or less northwesterly from the point formed by the intersection of the north side of Fayette Street, as now laid out, and the northeast side of said Garrison Lane, the co-ordinates of said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being West 12432.95 feet and South 3129.31 feet; and running thence binding on the northeast side of said Garrison Lane the two following courses and distances, namely: North 28°-30′-17″ West 60.82 feet and North 18°-53′-06″ West 5.76 feet; thence North 55°-16′-30″ East 682.07 feet; thence by a line curving to the right with a 295.91 foot radius the distance of 51.23 feet, which arc is subtended by a chord bearing North 60°-14′-06″ East 51.17 feet to intersect the southwest side of Calverton Road, as now laid out; thence binding on the southwest side of said Calverton Road South 46°-25′-38″ East 72.69 feet to intersect a line drawn parallel with and distant 66 feet southeasterly measured at right angles from the second line of this description; thence reversing said line so drawn and binding thereon, and along a line drawn parallel with and distant 66 feet southeasterly measured at right angles from the first line of this description, the two following courses and distances, namely: by a line curving to the left with a 229.91 foot radius the distance of 66.65 feet, which arc is subtended by a chord bearing

South 63°-34′-50″ West 66.42 feet, and South 55°-16′-30″ West 690.23 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said Street as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on eighteenth day of October in the year 1927, and is now on file in the said Office.

SECTION 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and opening of said Lexington Street, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved January 27, 1928.

WM. F. BROENING, *Mayor.*

## No. 256.

An ordinance to condemn and close Harris Alley, 20 feet wide, from the north side of O'Donnell Street, 75 feet northerly, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the fourteenth day of November, 1927, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn and close Harris Alley with a width of 20 feet from the north side of O'Donnell Street 75 feet northerly, the land hereby directed to be condemned for said closing being described as follows:

Beginning for the same at a point formed by the intersection of the north side of O'Donnell Street, as now laid out, and the east side of Harris Alley, as now laid out 20 feet wide; and running thence northerly binding on the east side of said Harris Alley 75 feet; thence westerly parallel with O'Donnell Street 20 feet to intersect a line drawn parallel with and distant 20 feet westerly measured at right angles from the first line of this description; thence reversing said line so drawn and binding thereon southerly 75 feet to the north side of said O'Donnell Street; and thence easterly binding on the north side of said O'Donnell Street 20 feet to the place of beginning.

The said alley as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the fourteenth day of November in the year 1927, and is now on file in the said office.

SECTION 1½. *And be it further ordained,* that no structure or structures of any kind shall be erected in the bed of said Harris Alley after the same shall be closed until all the sub-surface structures and public utilities therein and connecting therewith shall have been removed, relocated, changed, and altered, in accordance with the specifications and under the direction of the Highways Engineer of Baltimore City and at the expense of the person, persons or body corporate desiring to erect such structure or structures.

SECTION 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and closing of said alley, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof; and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved January 27, 1928.

WM. F. BROENING, *Mayor.*

## No. 257.

An ordinance to condemn, open and grade a 20 foot alley north of O'Donnell Street, from the west side of Kenwood Ave. westerly 100 feet to the east side of Harris Alley, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the fourteenth day of November, 1927, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners for Opening Streets be, and they are hereby, authorized and directed to condemn, open and grade an alley with a width of 20 feet north of O'Donnell Street, from the west side of Kenwood Avenue westerly 100 feet to the east side of Harris Alley, the land hereby directed to be condemned for said opening being described as follows:

Beginning for the same at a point on the west side of Kenwood Avenue, as now laid out, said point of beginning being distant 75 feet northerly from the point formed by the intersection of the north side of O'Donnell Street, as now laid out, and the west side of said Kenwood Avenue; and running thence westerly parallel with said O'Donnell Street 100 feet to intersect the east side of Harris Alley; thence binding on the east side of Harris Alley northerly 20 feet to intersect a line drawn parallel with and distant 20 feet northerly measured at right angles from the first line of this description; thence reversing said line so drawn and binding thereon Easterly 100 feet to intersect the west side of said Kenwood Avenue; and thence binding on the west side of said Kenwood Avenue southerly 20 feet to the place of beginning.

The said Alley as directed to be condemned being delineated and particularly shown on a

plat which was filed in the Office of the Commissioners for Opening Streets on the fourteenth day of November in the year 1927, and is now on file in the said Office.

SECTION 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and opening of said alley, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof; and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved January 27, 1928.

WM. F. BROENING, *Mayor.*

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No. 258.

An ordinance to condemn, open and grade Oread Avenue, 50 feet wide, from a point 387.22 feet west of Laurel Avenue westerly 4 feet to a point on the south side and at the easternmost end of Oread Avenue, as now laid out 50 feet wide from Old Pimlico Road easterly, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the fourteenth day of November, 1927, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commis-

sioners for Opening Streets be, and they are hereby authorized and directed to condemn, open and grade Oread Avenue from a point with a width of 50 feet from a point 387.22 feet west of Laurel Avenue westerly 4 feet to a point on the south side and at the eastermost end of Oread Avenue, as now laid out 50 feet wide from Old Pimlico Road easterly, the land hereby directed to be condemned for said opening being described as follows:

Beginning for the same at a point on the south side of Oread Avenue, as now laid out 50 feet wide from Laurel Avenue westerly, said point of beginning being distant 387.22 feet westerly from the point formed by the intersection of the west side of Laurel Avenue, as now laid out, and the south side of said Oread Avenue, the said point of beginning being at the westernmost end of said Oread Avenue; and running thence westerly 4 feet to a point on the south side and at the easternmost end of Oread Avenue, as now laid out 50 feet wide from Old Pimlico Road easterly; thence northerly binding on the easternmost end of said Oread Avenue, as laid out from Old Pimlico Road easterly, 50 feet to intersect the north side of said Oread Avenue, as laid out from Old Pimlico Road easterly; thence easterly 4 feet to a point on the north side and at the westernmost end of said Oread Avenue, as laid out from Laurel Avenue westerly; thence southerly binding on the westernmost end of said Oread Avenue, as laid out from Laurel Avenue westerly, 50 feet to the place of beginning.

The said Avenue as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the four-

teenth day of November in the year 1927, and is now on file in the said office.

SECTION 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets with reference to the condemnation and opening of said avenue, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved January 27, 1928.

WM. F. BROENING, *Mayor.*

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## No. 259.

An ordinance to waive the provisions of Ordinance No. 243 of the year 1924, which prohibits the sale of gasoline within 300 feet of a church, in so far as said ordinance applies to the premises of The Texas Oil Co., 25 and 27 N. High street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the provisions of Ordinance No. 243 of the year 1924, which prohibits the sale of gasoline within 300 feet

of a church, be and they are hereby waived in so far as said provisions apply to the premises of The Texas Oil Co., 25 and 27 N. High street.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved January 27, 1928.

WM. F. BROENING, *Mayor.*

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No. 260.

An ordinance granting permission to Geo. E. Gillen to erect a metal garage in the rear of his premises 251 S. Ellwood Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Geo. E. Gillen to erect a metal garage 10 ft. wide and 16 ft. long in the rear of his premises 251 S. Ellwood Avenue; the said garage to be within 3 ft. of a frame overhang and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved January 27, 1928.

WM. F. BROENING, *Mayor.*

## No. 261.

An ordinance granting permission to Rev. Robert C. Williams to erect a metal garage on his premises 511 Woodbourne avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Rev Robert C. Williams to erect a metal garage 8 ft. wide and 13 ft. long on his premises 511 Woodbourne avenue; the said garage to be within 4 ft. of the side of a frame building and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved January 27, 1928.

WM. F. BROENING, *Mayor.*

---

## No. 262.

An ordinance granting permission to Eugene Smith to erect a metal garage in the rear of his premises 2819 Harlem avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Eugene Smith to erect a metal garage 10 ft. wide and 16 ft. long in the rear of his premises 2819 Harlem avenue; the said garage to be within 3 ft. of the building on the same premises, which is partly of frame construction and to be

erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved January 27, 1928.

WM. F. BROENING, *Mayor.*

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No. 263.

An ordinance granting permission to Lee Porter to erect a metal garage in the rear of his premises 907 Rosedale street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Lee Porter to erect a metal garage 10 ft. wide and 16 ft. long in the rear of his premises 907 Rosedale street; the said garage to be within 3 ft. of a frame building and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City..

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved January 27, 1928.

WM. F. BROENING, *Mayor.*

## No. 264.

An ordinance granting permission to Harry R. Smith to erect a metal garage in the rear of his premises 1013 Ashburton street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Harry R. Smith to erect a metal garage 10 ft. wide and 16 ft. long in the rear of his premises 1013 Ashburton street; the said garage to be within 5 ft. of a frame kitchenette and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved January 27, 1928.

WM. F. BROENING, *Mayor.*

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## No. 265.

An ordinance granting permission to Major Brown to erect a metal garage in the rear of his premises 604 W. Lee street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Major Brown to erect a metal garage 12 ft. wide and 14 ft. long in the rear of his premises 604 W. Lee Street; the said garage to be within 3 ft. of an open frame porch and to be erected under the supervision of the Bureau of Buildings of Bal-

timore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved January 27, 1928.

WM. F. BROENING, *Mayor.*

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No. 266.

An ordinance to amend Ordinance No. 945, approved January 31, 1927, by providing for the relocation of a portion of the track authorized by that ordinance on Pratt Street and on Penn Street, and to provide for the standing of cars on a portion of said track, and the payment of an additional franchise charge for such privilege.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That Section 1 of Ordinance No. 945, approved January 31, 1927, be, and the same is hereby repealed and reenacted so as to read as follows:

Section 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Baltimore and Ohio Railroad Company be, and it is hereby authorized to construct, maintain, and operate, a single railroad track in the beds of certain streets of the City of Baaltimore, said track hereby authorized being described as follows:

Beginning for the center line of the track hereby authorized at a switch point in the present Pratt Street track of said railroad company, which point is located 52 feet west of the west line of Penn Street and running thence by a curve to the left with a radius of 100 feet the

distance of 37 feet, thence by a curve to the left with a radius of 85 feet northeasterly into Penn Street the distance of 103 feet to a point 5 feet west of the east curb line of said street, thence northwardly along the east side of Penn Street and parallel to and distant 5 feet west from the east curb line of Penn Street the distance of 111 feet, thence northwardly by a curve to the left with a radius of 85 feet the distance of 7 feet, thence by a straight line or tangent the distance of 17½ feet, thence by a curve to the right with a radius of 85 feet the distance of 7 feet to a point in the east side of Penn Street, 7 feet west from the east curb line. Thence northwardly along the east side of Penn Street and parallel to and distant 7 feet west from the east curb line of Penn Street the distance of 509 feet, thence by a curve to the left with a radius of 85 feet the distance of 25 feet, thence by a straight line northwesterly the distance of 40 feet, thence by a curve to the right with a radius of 85 feet the distance of 107 feet to and across Redwood Street and into the property situated on the north side of Redwood Street. The track hereby authorized is shown on the attached blue print by the lines colored red, and the lines colored yellow.

Section 2. *Be it further ordained* that Section 5 of said Ordinance No. 945 be, and the same is hereby repealed and reenacted so as to read as follows:

Section 5. *And be it further ordained* that the compensation to be paid by the Baltimore and Ohio Railroad Company for the franchise and rights hereby granted on that portion of said track on which said railroad company shall not be permitted to stand a car or cars shall be

the sum of One dollar ($1.00) per lineal foot of track per annum, payable in advance, and the compensation to be paid by said railroad company for the franchise and rights on that portion of said track on which said company is permitted to stand a car or cars shall be the sum of Two dollars ($2.00) per lineal foot of track per annum, all of said compensation to be payable in advance during the continuance of said franchises and rights; the number of feet of track and the total amount of said annual compensations to be fixed by the Highways Engineer of Baltimore City after the measurement by him of the actual number of lineal feet of track maintained, used and operated under the provisions of this ordinance and including in said measurement the entire length of the Penn Street track from the switch point in Pratt Street, to the end of said track on the north side of Redwood Street; and said railroad company shall also pay all expenses of advertising this ordinance.

Section 3. *Be it further ordained* that Section 9 of said Ordinance No. 945 be, and the same is hereby repealed and reenacted to read as follows:

Section 9. *And be it further ordained* that The Baltimore and Ohio Railroad Company shall not be permitted to stand a car or cars on the track hereby authorized to be constructed except on that portion of said track which extends from a point 20 feet north of the north building line of Pratt Street, the distance of 159.5 feet northwardly to the south building line of Lemon Street, and on this portion of said track The Baltimore and Ohio Railroad Company shall be permitted to stand a car or cars

for the purpose of serving the owners or occupants of the property on the east side of Penn Street immediately opposite the said portion of the Penn Street track. The portion of the track hereby authorized on which The Baltimore and Ohio Railroad Company may stand a car or cars is shown on the attached blue print by lines colored yellow.

SECTION 4. *And be it ordained* that this Ordinance shall take effect from the date of its passage.

Approved January 27, 1928.

WM. F. BROENING, *Mayor.*

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No. 267.

An ordinance granting permission to John C. Schmidt to erect a metal garage in the rear of his premises 525 Ravenwood avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to John C. Schmidt to erect a metal garage 16 ft. wide and 16 ft. long in the rear of his premises 525 Ravenwood avenue; the said garage to be within 4 ft. of a frame kitchenette and a frame garage and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved January 27, 1928.

WM. F. BROENING, *Mayor.*

## No. 268.

An ordinance granting permission to George Schroll to erect a metal garage in the rear of his premises 608 S. Linwood avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to George Schroll to erect a metal garage 10 ft. wide and 16 ft. long in the rear of his premises 608 S. Linwood avenue; the said garage to be within 4 ft. of a frame overhang and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved January 27, 1928.

WM. F. BROENING, *Mayor.*

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## No. 269.

An ordinance granting permission to Geo. W. Miller to erect a metal garage in the rear of his premises 616 N. Robinson street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Geo. W. Miller to erect a metal garage 9 ft. wide and 13 ft. long in the rear of his premises 616 N. Robinson street; the said garage to be within 5 ft. of an open frame porch and to be erected under the supervision of the Bureau of Build-

ings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved January 27, 1928.

WM. F. BROENING, *Mayor.*

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No. 270.

An ordinance to waive the provisions of Ordinance No. 243 of the year 1924, which prohibits the erection of a public garage within 300 feet of a church, in so far as said ordinance applies to the premises of I. Frenkel, 1733 Lamont avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the provisions of Ordinance No. 243 of the year 1924, which prohibits the erection of a public garage within 300 feet of a church, be and they are hereby waived in so far as said provisions apply to the erection of 18 individual garages on the premises of I. Frenkel, 1733 Lamont avenue.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved January 27, 1928.

WM. F. BROENING, *Mayor.*

## No. 271.

An ordinance granting permission to Morris B. Klein to erect a metal garage in the rear of his premises 2225 Ruskin avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Morris B. Klein to erect a metal garage 10 ft. wide and 16 ft. long in the rear of his premises 2225 Ruskin avenue; the said garage to be within 3 ft. of a frame porch and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved January 27, 1928.

WM. F. BROENING, *Mayor.*

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## No. 272.

An ordinance granting permission to H. R. Pfeffer to erect a two-car frame garage on his premises 309 Broxton road (Homeland).

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to H. R. Pfeffer to erect a two-car frame garage on his premises 309 Broxton road (Homeland); the said garage to have slate roof, to be within 5 ft. of the east property line and to be erected under the supervision of the Bureau of Buildings of Baltimore

City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved January 27, 1928.

WM. F. BROENING, *Mayor.*

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No. 273.

An ordinance granting permission to Francis Debrick to erect a metal garage in the rear of his premises 2805 W. Mulberry street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Francis Debrick to erect a metal garage 10 ft. wide and 14 ft. long in the rear of his premises 2805 W. Mulberry street; the said garage to be within 2 ft. of a frame open porch and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved January 27, 1928.

WM. F. BROENING, *Mayor.*

## No. 274.

An ordinance granting permission to Wm. Tully to erect a metal garage in the rear of his premises 17 N. Catherine street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Wm. Tully to erect a metal garage 10 ft. wide and 16 ft. long in the rear of his premises 17 N. Catherine street; the said garage to be within 2 ft. of an open frame porch and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved January 27, 1928.

WM. F. BROENING, *Mayor.*

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## No. 275.

An ordinance granting permission to Oliver Watkins to erect a metal garage in the rear of his premises 19 N. Catherine street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Oliver Watkins to erect a metal garage 10 ft. wide and 16 ft. long in the rear of his premises 19 N. Catherine street; the said garage to be within 2 ft. of an open frame porch and to be erected under the supervision of the Bureau of Build-

ings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved January 27, 1928.

WM. F. BROENING, *Mayor.*

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No. 276.

An ordinance to waive the provisions of Ordinance No. 243 of the year 1924, which prohibits the sale of gasoline within 300 feet of a theater, in so far as said ordinance applies to the premises of Isaac Solomon, 1116-1120 S. Charles street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the provisions of Ordinance No. 243 of the year 1924, which prohibits the sale of gasoline within 300 feet of a theatre, be and they are hereby waived in so far as said provisions apply to the premises of Isaac Solomon, 1116-1120 S. Charles street.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved January 27, 1928.

WM. F. BROENING, *Mayor.*

## No. 277.

An ordinance granting permission to Harry Gardner to erect a metal garage in the rear of his premises 1244 James street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Harry Gardner to erect a metal garage 10 ft. wide and 13 ft. 6 in. long in the rear of his premises 1244 James street; the said garage to be within 2 ft. of an overhang frame bath and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved January 27, 1928.

WM. F. BROENING, *Mayor.*

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## No. 278.

An ordinance to prohibit the parking of automobiles, wagons or other vehicles on the east side of Holliday street, between Lexington and Fayette streets, in Baltimore City, between the hours of 6 A. M. and 6. P. M.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That no automobile, wagon or other vehicle shall be permitted to park on the east side of Holliday Street, between Lexington and Fayette Streets, in Baltimore City, between the hours of 6 A. M. and 6 P. M. Any person violating the provisions of

this Ordinance shall be subject to the penalties provided by law for such cases.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved February 2, 1928.

WM. F. BROENING, *Mayor.*

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No. 279.

An ordinance to authorize The Northern Central Railway Company to construct, maintain and operate a single railroad track beginning at a point on Front Street and extending across Front Street and on the west side of Colvin Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore* that The Northern Central Railway Company be, and it is hereby authorized to construct, maintain and operate a single railroad track in the bed of Front Street and of Colvin Street, said track hereby authorized being described as follows:

Beginning at a point on the north building line of Front Street one hundred and sixty-eight (168) feet east of the east building line of Exeter Street and running thence in a southeasterly direction on a curved line with a radius of one hundred and seventy-five (175) feet for a distance of forty-three (43) feet to a point on the south building line of Front Street, said point being six feet, eleven and one-fourth inches (6′ 11¼″) east of the west building line of Colvin Street, thence continuing in a southeasterly direction parallel with and six feet, eleven and

one-fourth inches (6′ 11¼″) east of west building line of Colvin Street for a distance of two hundred and forty-five (245) feet to the end of siding.

The Track authorized by this ordinance is shown by the lines colored red on the plan hereto annexed, which is made a part of this ordinance.

Section 1½. *And be it further ordained,* That the Mayor and City Council of Baltimore shall, at all times, have and retain the power and rights to reasonably regulate, in the public interest, the exercise of the right herein granted, and that the said right shall be executed and enjoyed within six months after the grant, as provided by Section 37 of Article 4 of the Code of Public Local Laws of Maryland, entitled "City of Baltimore," subtitle "Charter," and that the right herein granted shall be held, exercised and enjoyed for the period of twenty-five years, and with the further right to said grantee, at a fair revaluation, including in such revaluation the value derived from said right, to renewals not exceeding in the aggregate twenty-five years; that upon the termination of said right herein granted there shall be a fair valuation of the plant and property of the said grantee, to be constructed by virtue of this ordinance, which shall be and become the property of the City of Baltimore, at its election, on its paying said grantee said valuation; the said payment to be a fair and equitable valuation of the same as property, excluding any value derived from the right or franchise by this ordinance granted, the said revaluation and valuation hereinbefore provided for to be determined upon by two arbitrators, one to be appointed by the Mayor of

the City of Baltimore and the other to be appointed by the grantee, its representatives or assigns, who, in case they shall be unable to agree between themselves, shall appoint a third arbitrator, and the decision of a majority of said arbitrators shall be final and binding as to the revaluation and valuation aforesaid; provided, that if the said two arbitrators shall, after a reasonable time fail to agree upon an umpire, then the Mayor shall appoint such umpire.

SECTION 2. *And be it further ordained,* That the right and duty are hereby expressly reserved to the Mayor and City Council of Baltimore, at all times, to exercise in the interest of the public, full municipal superintendence, regulation and control in respect to all matters connected with the grant herein contained and not inconsistent with the terms thereof, and that non-compliance, at any time or times, by the grantee, its successors or assigns, with any of the terms of the grant hereby made, shall, at the option of the Mayor and City Council of Baltimore, operate as a forfeiture of the grant hereby made, which shall thereupon be and become void, and that nothing short of an ordinance of the Mayor and City Council of Baltimore shall operate as a waiver of any forfeiture of the grant hereby made.

SECTION 3. *And be it further ordained,* That the said grantee, its successors and assigns, shall, at its own expense, in laying down, from time to time, its said railroad tracks, on said streets, adjust its said tracks to the grades of said streets, as the same are now or may be hereafter established by law, and shall, at its

own expense, keep the said tracks and the space between the rails of said tracks and for two feet on either side thereof in thorough repair, and shall, at its own expense, keep the same free from snow or other obstruction, but without obstructing the other portions of said streets on either side of said tracks, and shall pay to the City of Baltimore, if and so often as said streets shall be paved or repaved by the Mayor and City Council of Baltimore, its officers and agents, or any other officers or agents duly authorized by law, the cost of paving or repaving the space between the rails of said tracks and for two feet on either side thereof.

Section 4. *And be it further ordained,* That the tracks hereby authorized shall be constructed, maintained and operated under the supervision and to the entire satisfaction of the Highways Engineer of Baltimore City, and that the rails to be used in the construction and renewals thereof, from time to time, shall be of such character, size and weight as the said Highways Engineer shall determine. The grantee hereunder, its successors or assigns, shall, from time to time, change the location of the tracks hereby authorized, whenever in the judgment of said Highways Engineer the public convenience may require it and he shall issue a written order therefor approved by the Board of Estimates of Baltimore City.

Section 5. *And be it further ordained,* That the compensation to be paid by the said The Northern Central Railway Company, its successors and assigns, for the franchise and rights hereby granted shall be the sum of two dollars ($2.00) per lineal foot of track per annum on

that portion where a car or cars stand on said track and the sum of one dollar ($1.00) per lineal foot of track per annum on that portion where a car or cars do not stand on said track, payable in advance, during the continuance of said franchise and rights, the number of feet of track and the total amount of said annual compensation to be fixed by the Highways Engineer of Baltimore City upon the measurement by him of the actual number of lineal feet of track maintained and operated under the provisions of this ordinance; and the said The Northern Central Railway Company shall also pay all expenses of advertising this ordinance.

SECTION 6. *And be it further ordained,* that the said grantee, its successors and assigns, shall also pay to the Mayor and City Council of Baltimore, from time to time, within thirty days after written notice from the Highways Engineer of the amount or amounts due, the cost of any or all of the following work, in so far as the same becomes necessary from time to time by reason of, or in any wise resulting from the construction, operation, presence, use, location, relocation, repair, alteration and removal of said tracks:

A. The relocating, altering, repairing, replacing, protecting, strengthening or encasing in concrete of all sub-surface structures belonging to the Mayor and City Council of Baltimore located in the streets and alleys occupied by said tracks;

B. The relocating, altering, replacing, repairing, protecting or strengthening of all paving, curbing and sidewalks and all other surface structures belonging to the Mayor and City

Council of Baltimore located in said streets and alleys;

C. Such additional sewer inlet, inlets, and other drainage structures, with the necessary connecting pipe or pipes, as may be required for the purpose of proper drainage of said streets, alleys and tracks;

The judgment of the Highways Engineer of Baltimore City as to the necessity for any or all of the above-mentioned work, from time to time, to be final.

SECTION 7. *And be it further ordained,* that should the said grantee, its successors or assigns, remove any of the tracks hereby authorized, or upon any forfeiture of any or all of the rights and franchises hereby granted, or should the said grantee, its successors or assigns, abandon the use of any of all of said tracks, or upon the termination of the rights herein granted and election of the City of Baltimore not to take said plant and property, then in any of such events, from time to time, all the franchises and rights hereby granted shall cease and determine as to the tracks and franchises so affected, without any compensation to the said grantee, its successors or assigns, and the said grantee, its successors or assigns, shall promptly remove the tracks and appurtenances so affected, at its entire expense, if and when notified by the said Highways Engineer so to do, and any such removal of tracks and appurtenances shall be done in whole or in part, from time to time, at the option of the City, acting through said Highways Engineer. And upon any and all such removals of tracks, the said grantee its successors and assigns, shall promptly pave or repave, at their entire expense, the

street beds, curbs and sidewalks of all streets and alleys disturbed by such removal of tracks, the said paving or repaving to be done with such materials and in such manner as may be designated by the said Highways Engineer, in each instance.

SECTION 8. *And be it further ordained,* that should the said grantee, its successors or assigns, fail, neglect or refuse to perform within a reasonable time any of the work herein required to be done by them, from time to time, then and in any and all such instances the said Mayor and City Council of Baltimore is hereby authorized to proceed to do said work and collect all costs and expenses thereof from said grantee, its successors and assigns.

SECTION 9. *And be it further ordained,* That the said The Northern Central Railway Company, its successors and assigns, shall be liable for and shall indemnify and save harmless the Mayor and City Council of Baltimore against any and all suit or suits, loss, claim, damage or expense to which said Mayor and City Council may from time to time be subjected by reason of, or in any wise resulting from the presence, construction, use, operation, maintenance, alteration, repair, location, relocation and removal of said railroad tracks.

SECTION 10. *And be it further ordained,* That the said grantee, its successors or assigns, shall not stand a car or cars on the track hereby authorized, except that it has permission to stand a car or cars on Colvin Street on payment of the $2.00 per foot per annum rate above referred to.

SECTION 11. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved February 7, 1928.

WM. F. BROENING, *Mayor.*

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No. 280.

An ordinance to authorize the parking of certain automobiles, without any limitation as to time, on the north side of Lexington Street from Gay Street to Guilford Avenue, and providing a special forty foot space for that purpose for the exclusive use of the automobiles connected with the service of the Fire Department of Baltimore City.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore* that, except as to the forty foot space provided for in Section 2 hereof, parking without any limitation as to time shall be permitted on the north side of Lexington Street from Gay Street to Guilford Avenue by

(a) All automobiles owned by the City of Baltimore;

(b) All automobiles owned by officials of the City of Baltimore who have special parking permits for that location.

SECTION 2. *And be it further ordained,* that the provisions of Section 1 of this ordinance shall not apply to a space of forty feet in width in front of Fire Department Headquarters, and that said forty foot space is hereby designated and set apart for the exclusive use of automobiles connected with the service of that department, which automobiles are hereby permitted

to park in said special forty foot space without any limitation of time.

SECTION 3. *And be it further ordained,* that this ordinance shall take effect from the date of its passage.

Approved February 7, 1928.

WM. F. BROENING, *Mayor.*

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No. 281.

An ordinance to repeal and reordain with amendments Ordinance No. 163, approved June 29, 1908, entitled "An ordinance authorizing and directing the Commissioners for Opening Streets to report to the City Council on the advisability of the passage of any ordinance or the adoption of any resolution to name or change the name of any public street, avenue or thoroughfare in the City of Baltimore," providing that all ordinances for changing the names of streets or highways shall be referred to the Bureau of Plans and Surveys for report.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That Ordinance No. 163, approved June 29, 1908, entitled "An ordinance authorizing and directing the Commissioners for Opening Streets to report to the City Council on the advisability of the passage of any ordinance or the adoption of any resolution to name or change the name of any public street, avenue or thoroughfare in the City of Baltimore," be and is hereby repealed and reordained with amendments, to read as follows:

1. Whenever an ordinance or resolution is introduced in the City Council of Baltimore to change the name of any public street, avenue or

other thoroughfare within the corporate limits of Baltimore City, or to name any street, avenue or other thoroughfare within said corporate limits, the same shall at once be referred to the Bureau of Plans and Surveys for a written report as to the advisability of the passage of such ordinance or the adoption of such resolution, and the said Bureau is hereby authorized and directed to make such report as soon as practicable, and no further action shall be taken by the City Council on such ordinance or resolution pending the receipt of such report from the said Bureau.

1-A. Whenever an ordinance or resolution is introduced in the City Council of Baltimore to authorize the acceptance by the Mayor of Baltimore or by the Mayor and City Council of Baltimore of a deed to the bed of any street, avenue or other thoroughfare within the corporate limits of the City of Baltimore, the same shall at once be referred to the Bureau of Plans and Surveys for a report thereon as to the name of such street, avenue or other thoroughfare, and if the same name by which such street, avenue or other thoroughfare has been known is a duplicate of the name of any public street, avenue or thoroughfare in the City of Baltimore the said Bureau in its report shall so state, and in that event, they shall suggest to the City Council in said report a new name for such street, avenue or thoroughfare.

Section 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved February 7, 1928.

WM. F. BROENING, *Mayor.*

## No. 282.

An ordinance to repeal and reordain with amendments Section 20 of Article 35 of the Baltimore City Code of 1893, title "Markets," sub-title "Stalls and Stands," by providing that all stands or stalls shall revert to the City when the tenants shall fail to pay license or rent.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That Section 20 of Article 35 of the Baltimore City Code of 1893, title "Markets," sub-title "Stalls and Stands," be and the same is hereby repealed and reordained with amendments to read as follows:

20. When any stand or stall shall become vacant by the failure of the tenant to renew his, her or their certificate or license, or rent due on such stand or stall for thirty days or when any tenant shall fail to pay his license or rent within thirty days after the same shall become due, the said stand or stall shall revert to the City and may be leased or rented in the same manner as other vacant stands or stalls may be leased or rented.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved February 7, 1928.

WM. F. BROENING, *Mayor.*

## No. 283.

An ordinance to repeal Ordinance No. 443, approved July 13, 1925, entitled An ordinance to condemn, open, widen and grade Maryland avenue, from the southernmost side of Twentieth street to the northernmost side of North avenue, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the 21st day of April, 1925, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That Ordinance No. 443, approved July 13, 1925 entitled An Ordinance to condemn, open, widen and grade Maryland Avenue from the southernmost side of Twentieth street to the northermost side of North Avenue, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the 21st day of April, 1925, and now on file in said office, be and the same is hereby repealed.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved February 11, 1928.

WM. F. BROENING, *Mayor.*

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## No. 284.

An ordinance granting permission to the Roma Restaurant to erect a solid metal electric sign on the roof of the building on the premises known as 136 W. Fayette street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be

and the same is hereby granted to the Roma Restaurant to erect a solid galvanized metal electric sign in two sections, on the roof of the two-story building on the premises known as 136 W. Fayette street, with a space of 10 inches between the two sections; the first section of said sign to be 23 ft. long, 2 ft. high and to be 18 in. above the roof and the second section to be 8 ft. long, 2 ft. wide and to be 10 inches above the first section; but in all other respects the said sign to be constructed under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved February 11, 1928.

WM. F. BROENING, *Mayor.*

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No. 285.

**An ordinance granting permission to Edw. Sterling to erect a metal garage in the rear of his premises 806 N. Streeper street.**

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Edw. Sterling to erect a metal garage 9 ft. wide and 15 ft. long in the rear of his premises 806 N. Streeper street; the said garage to be within 4 ft. of a frame overhang and to be erected under the supervision of the Bureau of Buildings of Bal-

timore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved February 11, 1928.

WM. F. BROENING, *Mayor.*

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No. 286.

An ordinance granting permission to Mrs. Aline Kaiser to erect a metal garage in the rear of her premises 2325 Ashland avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Mrs. Aline Kaiser to erect a metal garage 10 ft. wide and 16 ft. long in the rear of her premises 2325 Ashland Avenue; the said garage to be within 4 ft. of a frame overhanging room and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved February 11, 1928.

WM. F. BROENING, *Mayor.*

## No. 287.

An ordinance to change the name of Chetelet avenue, northeasterly from Frankfort avenue (formerly Franklin avenue), to Mayview avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the name of Chetelet Avenue, northeasterly from Frankfort Avenue (formerly Franklin avenue), be and the same is hereby changed to Mayview avenue.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved February 11, 1928.

WM. F. BROENING, *Mayor.*

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## No. 288.

An ordinance to waive the provisions of Ordinance No. 243 of the year 1924, which prohibits the sale of gasoline within 300 feet of a church, in so far as said ordinance applies to the premises of Leggett's Auto Service Station, 3500-3510 Harford road.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the provisions of Ordinance No. 243 of the year 1924, which prohibits the sale of gasoline within 300 feet of a church, be and they are hereby waived in so far as said provisions apply to additional gasoline tanks and pumps on the premises of Leggett's Auto Service Station, 3500-3510 Harford road.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved February 11, 1928.

WM. F. BROENING, *Mayor.*

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No. 289.

An ordinance granting permission to C. Sutherland to erect a metal garage in the rear of his premises 300 E. Twenty-second street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to C. Sutherland to erect a metal garage 15 ft. 9 in. long and 15 ft. wide in the rear of his premises 300 E. Twenty-second street; the said garage to be within 3 ft. of the rear of the brick building on the same premises and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved February 11, 1928.

WM. F. BROENING, *Mayor.*

## No. 290.

An ordinance to repeal and reordain with amendments Sub-section B of Section 17 of Ordinance No. 922, approved May 19, 1923, and known as the Zoning Ordinance, as said Sub-section was amended by Ordinance No. 435, approved July 1, 1925, relating to the minimum requirements for side yards for detached and semi-detached buildings for E Area Districts.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That Sub-Section B of Section 17 of Ordinance No. 922, approved May 19, 1923, and known as the Zoning Ordinance, as said Sub-section was amended by Ordinance No. 435, approved July 1st, 1925, be and the same is hereby repealed and reordained with amendments, to read as follows:

B. At least one side yard shall be required for each building in an E Area District, provided that for a semi-detached building the side yard shall be not less than 15 feet wide and for a detached building there shall be two side yards, each of which shall be not less than 10 feet wide.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved February 11, 1928.

WM. F. BROENING, *Mayor.*

## No. 291.

An ordinance to repeal Ordinance No. 442, approved July 13, 1925, entitled "An ordinance to condemn, open, widen and grade Liberty Heights Avenue from the northwest side of Copley Road to the east side of Garrison Avenue, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the 31st day of March, 1925, and now on file in said office."

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That Ordinance No. 442, approved July 13, 1925, entitled "An ordinance to condemn, open, widen and grade Liberty Heights Avenue from the northwest side of Copley Road to the east side of Garrison Avenue, in accordance with a plat thereof filed in the office of the Commissioners for Opening Streets, on the 31st day of March, 1925, and now on file in said office," be and it is hereby repealed.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved February 15, 1928.

WM. F. BROENING, *Mayor.*

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## No. 292.

An ordinance making Virginia Avenue, from Homer Avenue to Reisterstown road, a one-way street for vehicular traffic.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That Virginia ave-

nue, from Homer avenue to Reisterstown road, be and it is hereby declared to be a one-way street for vehicular traffic, and to be used by such traffic in a westerly direction only. Any person violating the provisions of this ordinance shall be subject to a penalty not exceeding Ten Dollars ($10.00) for each and every offense.

SECTION 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved Feb. 15, 1928.

WM. F. BROENING, *Mayor.*

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No. 293.

An ordinance authorizing the Board of Estimates to acquire for and on behalf of the Mayor and City Council of Baltimore, either by purchase or condemnation, the fee simple, or any other interest in any private property, situate within Baltimore City, and all rights, interests, franchises, privileges, and easements that may be necessary or proper, in the judgment of the said Board of Estimates, to carry out the objects of Ordinance No. 1057, approved April 13th, 1927, for the purpose of establishing and maintaining for public purposes, an air port in the City of Baltimore, to thereby afford suitable landing facilities for accommodating land and sea planes, including any riparian and aquatic rights which may be necessary.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the Board of Estimates be, and they are hereby authorized to acquire for and on behalf of the Mayor and City Council of Baltimore, either by purchase or condemnation, the fee simple, or any other interest in any private property, situate within

Baltimore City, and all rights, interests, franchises, privileges and easements that may be necessary or proper, in the judgment of the said Board of Estimates, to carry out the objects of Ordinance No. 1057, approved April 13th, 1927, for the purpose of establishing and maintaining for public purposes, an air port in the City of Baltimore, to thereby afford suitable landing facilities for accommodating land and sea planes, including any riparian and aquatic rights which may be necessary.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved February 16, 1928.

WM. F. BROENING, *Mayor.*

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No. 294.

An ordinance granting permission to Dr. Wm. H. Montague to establish, conduct and operate an Eye, Ear, Nose and Throat Sanatorium on the premises known as 1216 Madison Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Dr. Wm. H. Montague to establish, conduct and operate an Eye, Ear, Nose and Throat Sanatorium on the premises known as 1216 Madison Avenue.

SECTION 2. *And be it further ordained,* That the said Sanatorium shall be conducted and operated in accordance with the Ordinances of

the Mayor and City Council of Baltimore and the Laws of Maryland.

SECTION 3. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved March 1, 1928.

WM. F. BROENING, *Mayor.*

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No. 295.

An ordinance to waive the provisions of Ordinance No. 243 of the year 1924, which prohibits the erection of a building to be used as a public garage within 300 feet of a church, in so far as said ordinance applies to the premises of the Fulton Family Laundry Co., Inc., on the west side of Mount street, 55 feet north of McHenry street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the provisions of Ordinance No. 243 of the year 1924, which prohibits the erection of a building to be used as a public garage within 300 feet of a church, be and they are hereby waived in so far as said provisions apply to the premises of the Fulton Family Laundry Co., Inc., on the west side of Mount street, 55 feet north of McHenry street; provided, however, that there shall be no drive-way into said garage from Mount street.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved March 1, 1928.

WM. F. BROENING, *Mayor.*

## No. 296.

An ordinance to waive the provisions of Ordinance No. 243 of the year 1924, which prohibits the erection of a public garage within 300 feet of a church, in so far as said ordinance applies to the premises of A. Castagnietti, 1404 Bank street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the provisions of Ordinance No. 243 of the year 1924, which prohibits the erection of a public garage within 300 feet of a church, be and they are hereby waived in so far as said provisions apply to the erection of 7 individual garages in the rear of the premises of A. Castagnietti, 1404 Bank street.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved March 1, 1928.

WM. F. BROENING, *Mayor.*

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## No. 297.

An ordinance to change the name of Warminster Avenue, from Baltimore Street to Frederick Avenue, to Warwick Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the name of Warminster avenue, from Baltimore street to Frederick avenue, be and the same is hereby changed to Warwick avenue.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved March 3, 1928.

WM. F. BROENING, *Mayor.*

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No. 298.

An ordinance to change the name of Lyndhurst road, running northerly from Duvall avenue and being 258′ 11″ easterly from Louden avenue, to Haverford road.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the name of Lyndhurst road, running northerly from Duvall avenue and being 258′ 11″ easterly from Louden avenue, be and the same is hereby changed to Haverford road.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved March 3, 1928.

WM. F. BROENING, *Mayor.*

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No. 299.

An ordinance authorizing the Board of Estimates to sell at public sale in accordance with Section 13 of the Charter, the property situated in the bed of Old Jones Falls (now filled). Between Preston and Biddle Streets said lot being no longer needed for public use.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Board of

Estimates be and they are hereby authorized to sell at public sale, in accordance with Section 13 of the Charter, the following described property, being the bed of Old Jones Falls (now filled), between Preston and Biddle Streets, said property being no longer needed for public use.

Beginning for the same at a point on the south side of Preston Street, the co-ordinates of said point of beginning based upon the system established by the City of Baltimore Topographical Survey Commission being east 1739.53 feet and north 2602.62 feet, and running thence south 86°-52′-30″ west 139.74 feet, thence southwesterly the ten following courses and distances, namely: south 11°-32′-10″ west 25 feet; south 25°-26′-40″ west 25.13 feet; south 36°-16′-40″ west 25.19 feet; south 45°-56′-20″ west 25.88 feet; south 53°-53′ west 50.38 feet; south 59°-10′-40″ west 90.94 feet; south 57°-31′-10″ west 49.91 feet; south 54°-21′-30″ west 50.45 feet; south 52°-03′-50″ west 25.17 feet; and south 53°-19′ west 46.07 feet, thence south 12°-35′-00″ east 78.21 feet to the north side of Biddle Street, thence binding on the north side of Biddle Street north 86°-52′-30″ east 69.44 feet, thence northeasterly the thirteen following courses and distances, namely: north 30°-10′-50″ east 11.12 feet; north 37°-53′-00″ east 14.78 feet; north 45°-13′-40″ east 13.73 feet; north 59°-29′-10″ east 30.87 feet; north 58°-08′-20″ east 97.91 feet; north 53°-17′-40″ east 133.40 feet north 51°-44′-00″ east 50.05 feet; north 46°-32′-20″ east 50.01 feet; north 35°-13′-00″ east 24.97 feet, north 30°-08′-30″ east 25.09 feet; north 23°-41′-00″ east 24.91 feet; north 15°-52′-40″ east 23.39 feet; and north 00°-11′-40″ east 10.32 feet to the place of beginning.

The mention of streets, avenues, lanes and alleys, in the above description is for the purpose of description only and the rights of the Mayor and City Council of Baltimore in and to the same are to be specially reserved.

SECTION 2. *And be it further ordained,* That no deed or deeds shall pass in accordance with the above Section unless the same shall be approved by the City Solicitor.

Approved March 5, 1928.

WM. F. BROENING, *Mayor.*

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No. 300.

An ordinance granting permission to John Jeppi to erect a public garage and repair shop on his premises 413 S. Sharp street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to John Jeppi to erect a public garage and repair shop 27 ft. 5 in. wide and 95 ft. long on his premises 413 S. Sharp Street; the said garage to be one story high, to be of brick construction with roof of 4-ply built up asphalt on ordinary roof construction, in accordance with plans filed with the Bureau of Buildings on November 16, 1927, and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved March 5, 1928.

WM. F. BROENING, *Mayor.*

## No. 301.

An ordinance to waive the provisions of Ordinance No. 243 of the year 1924, which prohibits the erection of a building to be used as a public garage and repair shop within 300 feet of a church, in so far as said ordinance applies to the premises of Milton Schwaber, in the rear of 400-402 N. Broadway.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the provisions of Ordinance No. 243 of the year 1924, which prohibits the erection of a building to be used as a public garage and repair shop within 300 feet of a church, be and they are hereby waived in so far as said provisions apply to the premises of Milton Schwaber, in the rear of 400-402 N. Broadway.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved March 5, 1928.

WM. F. BROENING, *Mayor.*

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## No. 302.

An ordinance naming the managers on the part of the Mayor and City Council of Baltimore in the Board of Managers of the House of Reformation and Instruction for Colored Children.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That Enoch Harlan and Joseph P. Evans be, and they are hereby appointed on the part of the Mayor and City Council of Baltimore, as Managers in the Board

of Managers of the House of Reformation and Instruction for Colored Children.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved March 6, 1928.

WM. F. BROENING, *Mayor.*

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No. 303.

An ordinance to repeal Ordinance No. 749, approved June 29, 1926, entitled "An ordinance to condemn, open, widen and grade Maryland avenue, from the north side of Twentieth street to the south side of Twenty-fifth street, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the 13th day of April, 1926, and now on file in said office."

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That Ordinance No. 749, approved June 29, 1926, entitled "An ordinance to condemn, open, widen and grade Maryland avenue, from the north side of Twentieth street to the south side of Twenty-fifth street, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the 13th day of April, 1926, and now on file in said office," be and the same is hereby repealed.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved March 19, 1928.

WM. F. BROENING, *Mayor.*

## No. 304.

An ordinanec to condemn and close parts of Glenmore Avenue, as condemned and opened under Ordinance No. 693, approved June 1, 1926, from its width of 60 feet to a width varying from 30 feet to 42 feet, from the southeast side of Harford Road to the northwest side of Sefton Avenue, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the sixth day of December, 1927, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn and close parts of Glenmore Avenue, as condemned and opened under Ordinance No. 693, approved June 1, 1926, from its width of 60 feet to a width varying from 30 feet to 42 feet, from the southeast side of Harford Road to the northwest side of Sefton Avenue, the land hereby directed to be condemned for said closing being described as follows:

Beginning for the first part at the point formed by the intersection of the southeast side of Harford Road, as condemned and opened 80 feet wide, and the northeast side of Glenmore Avenue, as condemned and opened under Ordinance No. 693, approved June 1, 1926; and running thence binding on the northeast side of said Glenmore Avenue South 70°-49′-20″ East 1685.33 feet to intersect the northwest side of Sefton Avenue, as now laid out; thence binding on the northwest side of said Sefton Avenue South 28°-46′20″ West 13.46 feet to intersect the northeast side of Glenmore Avenue, as originally laid out 30 feet wide; thence binding on the northeast side of said Glenmore Avenue, 30 feet wide, North 70°-48′-20″ West 1000.01 feet; thence North 08°-52′-25″

East 6.10 feet to intersect the northeast side of the 6 foot strip of ground reserved for a sidewalk along the northeast side of said Glenmore Avenue, 30 feet wide, thence binding on the northeast side of said 6 foot strip North 70°-48′-20″ West 683.77 feet to intersect the southeast side of said Harford Road; and thence binding on the southeast side of said Harford Road North 33°-59′-14″ East 7 feet to the place of beginning.

Beginning for the second part at the point formed by the intersection of the southeast side of Harford Road, as condemned and opened 80 feet wide, and the southwest side of Glenmore Avenue, as condemned and opened under Ordinance No. 693, approved June 1, 1926; and running thence binding on the southwest side of said Glenmore Avenue South 70°-49′-20″ East 1691.05 feet to intersect the northwest side of Sefton Avenue, as now laid out, thence binding on the northwest side of said Sefton Avenue North 28°-46′-20″ East 16.98 feet to intersect the southwest side of Glenmore Avenue, as originally laid out 30 feet wide; thence binding on the southwest side of said Glenmore Avenue, 30 feet wide, North 70°-48′-20″ West 916.82 feet; thence South 08°-52′-25″ West 6.10 feet to intersect the southwest side of a 6 foot strip of ground reserved for a sidewalk along the southwest side of said Glenmore Avenue, 30 feet wide; thence binding on the southwest side of said 6 foot strip North 70°-48′-20″ West 775.19 feet to intersect the southeast side of said Harford Road; and thence binding on the southeast side of said Harford Road South 33°-59′-14″ West 11.61 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said Avenue as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on sixth day of December in the year 1927, and is now on file in the said office.

SECTION 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and closing of said parts of Glenmore Avenue, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved March 19, 1928.

WM. F. BROENING, *Mayor.*

## No. 305.

An ordinance to condemn and close a portion of Ashburton Street, 66 feet wide, as condemned and opened under Ordinance No. 492, approved November 16, 1925, from the south side of Lanvale Street to the north side of Rayner Avenue, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the twenty-eighth day of November, 1927, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn and close a portion of Ashburton Street, with a width of 66 feet as condemned and opened under Ordinance No. 492, approved November 16, 1925, from the south side of Lanvale Street to the north side of Rayner Avenue, the land hereby directed to be condemned for said closing being described as follows:

Beginning for the same at a point formed by the intersection of the south side of Lanvale Street, as now laid out, and the west side of Ashburton Street, as described in Ordinance No. 492, approved November 16, 1925; and running thence binding on the west side of said Ashburton Street South 02°-24′-00″ East 268 feet to intersect the north side of Raynor Avenue, as now laid out; thence binding on the north side of said Raynor Avenue North 87°-21′-45″ East 66 feet to intersect the east side of said Ashburton Street; thence binding on the east side of said Ashburton Street North 02°-24′-00″ West 268 feet to intersect the south side of said Lanvale Street; and thence binding on the south side of said Lanvale Street South 87°-21′-45″ West 66 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said street as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the twenty-eighth day of November in the year 1927, and is now on file in the said Office.

SECTION 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and closing of said portion of Ashburton Street, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto, and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved March 19, 1928.

WM. F. BROENING, *Mayor.*

## No. 306.

An ordinance to repeal Ordinance No. 710, approved June 5, 1926, entitled: An ordinance to condemn, open, widen and grade Cold Spring Lane, from the east side of Roland Avenue to the west side of York Road, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the 29th day of March, 1926, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That Ordinance No. 710, approved June 5, 1926. entitled: An ordinance to condemn, open, widen and grade Cold Spring Lane, from the east side of Roland Avenue to the west side of York Road, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the 29th day of March, 1926, and now on file in said office, be and it is hereby repealed.

SECTION 2. *And be it further ordained* that this Ordinance shall take effect from the date of its passage.

Approved March 19, 1928.

WM. F. BROENING, *Mayor.*

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## No. 307.

An ordinance to condemn and close a portion of Argonne Drive, as condemned and opened under Ordinance No. 580. approved March 23, 1926, varying in width from a point to about 25 feet, from The Alameda, as condemned and opened easterly 1350 feet more or less, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the nineteenth day of December, 1927, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commis-

sioners for Opening Streets be, and they are hereby authorized and directed to condemn and close a portion of Argonne Drive, as condemned and opened under Ordinance No. 580, approved March 23, 1926, varying in width from a point to about 25 feet, from The Alameda, as condemned and opened easterly 1350 feet more or less, the land hereby directed to be condemned for said closing being described as follows:

Beginning for the same at a point formed by the intersection of the east side of The Alameda as condemned and opened under Ordinance No. 318, approved February 3, 1925, and the north side of Argonne Drive, as relocated and now laid out; the co-ordinates of said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being East 4430.20 feet and North 15533.98 feet; and running thence easterly binding on the northernmost side of said Argonne Drive the three following courses and distances, namely: by a line curving to the right with a 418.10 foot radius the distance of 232.68 feet, which arc is subtended by a chord bearing South 67°-19′-23″ East 229.68 feet; South 51°-22′-52″ East 60 feet; and by a line curving to the left with a 1016.60 foot radius the distance of 1106.62 feet, which arc is subtended by a chord bearing South 82°-33′-56″ East 1052.79 feet to intersect the north side of Argonne Drive, as condemned and opened under Ordinance No. 580, approved March 23, 1926; thence westerly binding on the north side of said Argonne Drive, as condemned and opened, the three following courses and distances, namely: by a line curving to the right with a 959.76 foot radius the distance of 929.68 feet, which arc is subtended by a chord bear-

ing North 86°-00′-00″ West 893.76 feet; North 58°-15′-00″ West 301.69 feet; and by a line curving to the left with a 339.65 foot radius the distance of 164.61 feet, which arc is subtended by a chord bearing North 72°-07′-43″ West 163 feet to intersect the east side The Alameda; and thence binding on the east side of said The Alameda southerly by a line curving to the left with an 1874 foot radius the distance of 8.94 feet, which arc is subtended by a chord bearing South 03°-21′-23″ East 8.94 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said Street as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the nineteenth day of December in the year 1927, and is now on file in the said Office.

Section 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and closing of said portion of Argonne Drive, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with

any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved March 19, 1928.

WM. F. BROENING, *Mayor.*

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No. 308.

An ordinance to condemn and close a portion of The Alameda, varying in width from 0.0 feet to 53 feet more or less, from a point 2016.44 feet northerly from the north side of Thirty-third Street to the southwesternmost side of Argonne Drive, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the nineteenth day of December, 1927, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn and close a portion of The Alameda, varying in width of 0.0 feet to 53 feet more or less, from a point 2016.44 feet northerly from the north side of Thirty-third Street to the southwesternmost side of Argonne Drive, the land hereby directed to be condemned for said closing being described as follows:

Beginning for the same at a point on the northeasternmost side of The Alameda, 120 feet wide, as condemned and opened under Ordinance No. 318, approved February 3, 1925, distant 2016.44 feet northerly, measured along the easternmost side of the said The Alameda, from the intersection formed by the east side of the

said The Alameda and the north side of Thirty-third Street, as now laid out 120 feet wide, the co-ordinates of said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being East 5746.67 feet and North 13312.38 feet; and running thence binding on the northeasternmost side of the said The Alameda the three following courses and distances, namely: Northwesterly by a line curving to the left with a 1565 foot radius the distance of 645.56 feet, which arc is subtended by a chord bearing North 31°-29′-18″ West 640.99 feet; thence North 43°-18′-20″ West 692.33 feet; and thence by a line curving to the right with a 1874 foot radius the distance of 1220.41 feet, which arc is subtended by a chord bearing North 24°-39′-13″ West 1198.68 feet to the southwesternmost side of Argonne Drive, as now laid out 80 feet wide, thence northwesterly binding on the southwesternmost side of the said Argonne Drive by a line curving to the left with a 338.10 foot radius the distance of 29.91 feet, which arc is subtended by a chord bearing North 83°-01′-54″ West 29.90 feet; thence southeasterly by a line curving to the left with a 1135.26 foot radius the distance of 516.06 feet, which arc is subtended by a chord bearing South 11°-25′-57″ East 511.62 feet, thence by a line curving to the left with a 2500 foot radius the distance of 822.52 feet, which arc is subtended by a chord bearing South 33°-52′-49″ East 818.82 feet; thence parallel with the second line of this description South 43°-18′-20″ East 800 feet; thence by a line curving to the right with a 1088.13 foot radius the distance of 448.86 feet, which arc is subtended by a chord bearing South 31°-29′-18″ East 445.68 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said Street as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the nineteenth day of December in the year 1927, and is now on file in the said Office.

SECTION 2. *And be it further ordained*, That the proceedings of said Commissioners for Opening Streets with reference to the condemnation and closing of said The Alameda, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved March 19, 1928.

WM. F. BROENING, *Mayor.*

## No. 309.

An ordinance to condemn and close Merryman's Lane, between Fortieth Street, Elm Avenue and an alley twelve (12) feet wide, and the property formerly owned by Joseph B. Sipple and known as No. 3982 Elm Avenue, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the thirtieth day of November, 1927, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn and close Merryman's Lane, between Fortieth Street, Elm Avenue, and an alley twelve (12) feet wide, and the property formerly owned by Joseph B. Sipple, and known as No. 3982 Elm Avenue, the land hereby directed to be condemned for said closing being described as follows:

Beginning for the same at the south side of Fortieth Street and the center of an alley 12 feet wide there situate, and running thence north 87 degrees 4 minutes east 100 feet to the west side of Elm Avenue; thence south binding on Elm Avenue 3 degrees east 37.33 feet to the property formerly owned by Joseph B. Sipple; thence north 76 degrees 39 minutes west 104.18 feet to the center of an alley 12 feet wide there situate; thence north 3 degrees west 8.12 feet to the place of beginning.

The said lane as directed to be condemned being delineated and particularly shown on a plat which was filed in the office of the Commissioners for Opening Streets on the thirtieth day of November in the year 1927, and is now on file in the said office.

SECTION 2. *And be it further ordained,* That the proceedings of said Commissioners for

Opening Streets, with reference to the condemnation and closing of said Merryman's Lane, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable theerto.

Approved March 19, 1928.

WM. F. BROENING, *Mayor.*

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No. 310.

An ordinance granting permission to the National Outdoor Advertising Co., Inc., to erect a sign on the roof of the building at 21 W. Lexington street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to the National Outdoor Advertising Co., Inc., to erect a sign 10 ft. high and 20 ft. long on the roof of the three story building at 21 W. Lexington Street; the said sign to be of solid metal construction and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved March 19, 1928.

WM. F. BROENING, *Mayor.*

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No. 311.

An ordinance granting permission to the National Outdoor Advertising Co., Inc., to erect a sign on the roof of the one-story building in the rear of 1323 N. Charles street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to the National Outdoor Advertising Co., Inc., to erect a sign 10 ft. high and 20 ft. long on the roof of the one-story building in the rear of 1323 N. Charles Street; the said sign to be of solid metal construction and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved March 19, 1928.

WM. F. BROENING, *Mayor.*

## No. 312.

An ordinance granting permission to the National Outdoor Advertising Co., Inc., to erect a sign on the roof of the one-story building at the northeast corner of North and Madison avenues.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to the National Outdoor Advertising Co., Inc., to erect a sign 10 ft. high and 100 ft. long on the roof of the one-story building at the northeast corner of North and Madison avenues; the said sign to be of solid metal construction and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved March 19, 1928.

WM. F. BROENING, *Mayor.*

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## No. 313.

An ordinance to repeal and reordain with amendments paragraph 18, sub-head "Handling," of Section 75 of Article 11 of the Baltimore City Code of 1906, title "Police Regulations and Prevention of Fires," sub-title "Inflammable and Explosive Materials," as said Paragraph 18, sub-head "Handling," of said Section 75 of Article 11 of the Baltimore City Code of 1906 was ordained by Ordinance of the Mayor and City Council of Baltimore No. 534, approved December 24, 1925.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That paragraph 18, sub-head "Handling," of Section 75 of Article 11 of the Baltimore City Code of 1906, title "Police Regulations and Prevention of Fires,"

sub-title "Inflammable and Explosive Materials," as said paragraph 18, sub-head "Handling," of said Section 75 of Article 11 of the Baltimore City Code of 1906 was ordained by Ordinance of the Mayor and City Council of Baltimore, No. 534, approved December 24, 1925, be and the same is hereby repealed and reordained with amendments, so as to read as follows:

18. No inflammable liquid shall be allowed to remain in any glass measure or visible pump for a period longer than is necessary to complete an immediate delivery; provided that none of the provisions of this ordinance shall be construed to prohibit the use of a sight glass or other device which does not contain more than one quart of inflammable liquid, and which is used for the purpose of making certain that no liquid is being lost in delivery, or is escaping through leaky lines, pipes or valves.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the day of its passage.

Approved March 19th, 1928.

WM. F. BROENING, *Mayor.*

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No. 314.

An ordinance granting permission to Anne R. Flanigan to erect an individual garage in the rear of her premises 1838 W. North avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Anne R. Flanigan to erect an individual metal garage 10

ft. wide and 16 ft. long in the rear of her premises 1838 W. North avenue; the said garage to be of metal construction to be within 1 ft. of the rear of the house on the same premises and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved March 27, 1928.

WM. F. BROENING, *Mayor.*

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No. 315.

An ordinance granting permission to Chas. Beauchamp to erect an individual garage in the rear of his premises 1255 Sargent street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Chas. Beauchamp to erect an individual metal garage 10 ft. wide and 16 ft. long in the rear of his premises 1255 Sargent street; the said garage to be within 4 ft. of dwelling on the same premises and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved March 27, 1928.

WM. F. BROENING, *Mayor.*

## No. 316.

An ordinance to waive the provisions of Ordinance No. 243 of the year 1924, which prohibits the sale of gasoline within 300 feet of a church and moving picture theatre, in so far as said ordinance applies to the premises of Allen F. Condon, 1407-1415 N. Milton avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the provisions of Ordinance No. 243 of the year 1924, which prohibits the sale of gasoline within 300 feet of a church and moving picture theatre, be and they are hereby waived in so far as said provisions apply to the installation of three additional 500-gallon gasoline tanks and pumps on the premises of Allen F. Condon, 1407-1415 N. Milton avenue.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved March 27, 1928.

WM. F. BROENING, *Mayor.*

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## No. 317.

An ordinance to condemn, open and grade Hollins Street, varying in width from 77.82 feet to 80 feet, from the east side of Hilton Street to the east side of Mt. Olivet Lane, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the sixteenth day of January, 1928, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners for Opening Streets be, and they are

hereby authorized and directed to condemn, open and grade Hollins Street, varying in width from 77.82 feet to 80 feet from the east side of Hilton Street to the east side of Mt. Olivet Lane, the land hereby directed to be condemned for said opening being described as follows:

Beginning for the same at a point on the east side of Hilton Street at the distance of 296 feet northerly from the point formed by the intersection of the north side of Lohr's Lane, as now in process of condemnation under Ordinance No. 585, approved March 23, 1926, and the east side of said Hilton Street; the co-ordinates of said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being West 15991.68 feet and South 4298.73 feet; and running thence at right angles to said Hilton Street North 87°-38′-45″ East 510.90 feet to intersect the center line of Tenth Street, as laid out 66 feet wide; thence binding on the center line of said Tenth Street South 02°-21′-15″ East 1.09 feet; thence North 87°-38′-45″ East 640.49 feet to intersect the east side of Mt. Olivet Lane, as now laid out; thence binding on the east side of said Mt. Olivet Lane North 00°-34′-50″ East 80.11 feet to intersect a line drawn parallel with and distant 80 feet northerly measured at right angles from the third line of this description; thence reversing said line so drawn and binding thereon South 87°-38′-45″ West 644.59 feet to intersect the center line of said Tenth Street; thence binding on the center line of said Tenth Street South 02°-21′-15″ East 1.09 feet to intersect a line drawn parallel with and distant 77.82 feet northerly measured at right angles from the

first line of this description; thence reversing said line so drawn and binding thereon South 87°-38′-45″ West 211.90 feet to intersect the center line of De Paepe Avenue, as now laid out, 40 feet wide; thence binding on the center line of said De Paepe Avenue North 02°-21′-15″ West 0.62 feet to intersect a line drawn parallel with and distant 78.44 feet northerly measured at right angles from the first line of this description; thence reversing said line so drawn and binding thereon South 87°-38′-45″ West 299 feet to intersect the east side of said Hilton Street; and thence binding on the east side of said Hilton Street South 02°-21′-15″ East 78.44 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said Street as directed to be condemned being delineated and particularly shown on a plat which was filed in the office of the Commissioners for Opening Streets on sixteenth day of January in the year 1928, and is now on file in the said Office.

Section 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets with reference to the condemnation and opening of said Hollins Street and the proceedings and rights of all parties interested or affected thereby, shall be regulated by and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto,

as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved March 27, 1928.

WM. F. BROENING, *Mayor.*

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No. 318.

An ordinance to condemn, open, widen and grade Forty-first Street and Merryman's Lane, from a present width of 33 feet to a width varying from 66 feet to 73.26 feet, from the northeast side of Falls Road to the southwest side of Roland Avenue, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the ninth day of January, 1928, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn, open, widen and grade Forty-first Street and Merryman's Lane, from a present width of 33 feet to a width varying from 66 feet to 73.26 feet, from the northeast side of Falls Road to the southwest side of Roland Avenue, the land hereby directed to be condemned for said opening being described as follows:

Beginning for the same at a point on the northeast side of Falls Road, as now laid out 60 feet wide, at the distance of 152 feet southeasterly from the point formed by the intersection of the southeast side of Forty-first Street, as now laid out from Falls Road northeasterly,

and the northeast side of said Falls Road; the co-ordinates of said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being West 6128.96 feet and North 14655.51 feet; and running thence binding on the northeast side of said Falls Road South 29°-08′-50″ East 73.26 feet to a point in the line of the center of the party wall between the house now known as No. 4045 Falls Road and the house now known as No. 4043 Falls Road; thence binding on the line of the center of said party wall North 69°-49′-20″ East 101.86 feet; thence by a line curving to the right with a 233.11 foot radius the distance 185.36 feet; which arc is subtended by a chord bearing North 83°-36′-06″ East 180.51 feet; thence South 73°-37′-08″ East 654.30 feet; thence South 75°-19′-44″ East 242.36 feet to intersect the southwest side of Roland Avenue, 80 feet wide; thence binding on the southwest side of said Roland Avenue North 03°-00′-48″ West 69.27 feet to intersect the northeast side of Merryman's Lane, as now laid out 33 feet wide, said northeast side of Merryman's Lane being parallel with and distant 66 feet northeasterly measured at right angles from the fifth line of this description; thence binding on the northeast side of said Merryman's Lane and along lines drawn parallel with and distant 66 feet northerly measured at right angles from the third and fourth lines, respectively, of this description, the three following courses and distances, namely: North 75°-19′-44″ West 220.33 feet, North 73°-37′-08″ West 653.31 feet, and by a line curving to the left with a 299.11 foot radius the distance of 237.85 feet, which arc is subtended by a chord bearing South 83°-36′-06″ West 231.62 feet to intersect

the rear property line of the property fronting on said Falls Road; thence binding on said property line North 28°-38′-15″ West 7.26 feet to the division line between No. 4051½ and No. 4103 Falls Road; and thence binding on said division line South 60°-49′-20″ West 101.90 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said Street and Lane as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the ninth day of January in the year 1928, and is now on file in the said Office.

SECTION 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets with reference to the condemnation and opening of said Street and Lane and the proceedings and rights of all parties interested or affected thereby, shall be regulated by and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved March 28, 1928.

WM. F. BROENING, *Mayor.*

## No. 319.

An ordinance to waive the provisions of Ordinance No. 243 of the year 1924, which prohibits the erection of a public garage within 300 feet of a church, in so far as said ordinance applies to the premises of Taylor Bros., on the south side of a 15-foot alley in the rear of 2301-2321 W. Mosher street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the provisions of Ordinance No. 243 of the year 1924, which prohibits the erection of a public garage within 300 feet of a church, be and they are hereby waived in so far as said provisions apply to the erection of 19 individual garages and an office on the premises of Taylor Bros., on the south side of a 15-foot alley in the rear of 2301-2321 W. Mosher Street. Provided, however, that the said garages shall be erected in accordance with the revised plans and agreement made with the Holy Trinity P. E. Church.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved March 28, 1928.

WM. F. BROENING, *Mayor.*

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## No. 320.

An ordinance to repeal Ordinance No. 352, approved June 3, 1920, entitled "An ordinance to condemn and close Highland Avenue, eighty feet wide, from the north side of Chase Street to the south side of Dungan's Lane, in accordance with a plat thereof filed in the office of the Commissioners for Opening Streets on the seventeenth day of February, 1920, and now on file in said office."

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That Ordinance No.

352, approved June 3, 1920, entitled "An ordinance to condemn and close Highland Avenue, eighty feet wide, from the north side of Chase Street to the south side of Dungan's Lane, in accordance with a plat thereof filed in the office of the Commissioners for Opening Streets on the seventeenth day of February, 1920, and now on file in said office," be and it is hereby repealed.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved March 30, 1928.

WM. F. BROENING, *Mayor.*

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No. 321.

An ordinance to repeal Ordinance No. 350, approved June 3, 1920, entitled "An ordinance to condemn and close Fourth Street, sixty feet wide, from the north side of Biddle Street to the south side of Dungan's Lane, in accordance with a plat thereof filed in the office of the Commissioners for Opening Streets on the seventeenth day of February, 1920, and now on file in said office."

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That Ordinance No. 350, approved June 3, 1920, entitled "An ordinance to condemn and close Fourth Street, sixty feet wide, from the north side of Biddle Street to the south side of Dungan's Lane, in accordance with a plat thereof filed in the office of the Commissioners for Opening Streets on the seventeenth day of February, 1920, and now on file in said office," be and it is hereby repealed.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved March 30, 1928.

WM. F. BROENING, *Mayor.*

---

No. 322.

An ordinance to repeal Ordinance No. 346, approved June 3, 1920, entitled "An ordinance to condemn and close Eighth Street, in part sixty-six feet and in part sixty feet wide, from the north side of Ashland Avenue to the southwesternmost outline of the Baltimore and Ohio Railroad, in accordance with a plat thereof filed in the office of the Commissioners for Opening Streets, on the seventeenth day of February, 1920, and now on file in said office."

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That Ordinance No. 346, approved June 3, 1920, entitled "An ordinance to condemn and close Eighth Street, in part sixty-six feet and in part sixty feet wide, from the north side of Ashland Avenue to the southwesternmost outline of the Baltimore and Ohio Railroad, in accordance with a plat thereof filed in the office of the Commissioners for Opening Streets on the seventeenth day of February, 1920, and now on file in said office," be and it is hereby repealed.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved March 30, 1928.

WM. F. BROENING, *Mayor.*

## No. 323.

An ordinance to repeal Ordinance No. 349, approved June 3, 1920, entitled "An ordinance to condemn and close Fifth Street, in part sixty-six feet and in part sixty feet wide, from the south side of Dungan's Lane to the northeasternmost outline of the Union Railroad Company, in accordance with a plat thereof filed in the office of the Commissioners for Opening Streets, on the seventeenth day of February, 1920, and now on file in said office."

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That Ordinance No. 349, approved June 3, 1920, entitled "An ordinance to condemn and close Fifth Street, in part sixty-six feet and in part sixty feet wide, from the south side of Dungan's Lane to the northeasternmost outline of the Union Railroad Company, in accordance with a plat thereof filed in the office of the Commissioners for Opening Streets on the seventeenth day of February, 1920, and now on file in said office," be and it is hereby repealed.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved March 30, 1928.

WM. F. BROENING, *Mayor.*

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## No. 324.

An ordinance to repeal Ordinance No. 354, approved June 3, 1920, entitled "An ordinance to condemn and open Chase Street, sixty-six feet wide, from the east side of Loney's Lane, thirty-three feet, more or less, wide, to the east side of Ninth Street, sixty-six feet wide, in accordance with a plat thereof filed in the office of the Commissioners for Opening Streets on the seventeenth day of February, 1920, and now on file in said office."

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That Ordinance No.

354, approved June 3, 1920, entitled "An ordinance to condemn and open Chase Street, sixty-six feet wide, from the east side of Loney's Lane, Thirty-three feet, more or less, wide, to the east side of Ninth Street, sixty-six feet wide, in accordance with a plat thereof filed in the office of the Commissioners for Opening Streets on the seventeenth day of February, 1920, and now on file in said office," be and it is hereby repealed.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved March 30, 1928.

WM. F. BROENING, *Mayor.*

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No. 325.

An ordinance to repeal Ordinance No. 353, approved June 3, 1920, entitled "An ordinance to condemn and close Clinton Street, sixty feet wide, from the north side of Chase Street to the south side of Dungan's Lane, in accordance with a plat thereof filed in the office of the Commissioners for Opening Streets on the seventeenth day of February, 1920, and now on file in said office."

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That Ordinance No. 353, approved June 3, 1920, entitled "An ordinance to condemn and close Clinton Street, sixty feet wide, from the north side of Chase Street to the south side of Dungan's Lane, in accordance with a plat thereof filed in the office of the Commissioners for Opening Streets on the seventeenth day of February, 1920, and now

on file in said office,'' be and it is hereby repealed.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved March 30, 1928.

WM. F. BROENING, *Mayor.*

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No. 326.

An ordinance to repeal Ordinance No. 351, approved June 3, 1920, entitled "An ordinance to condemn and close Third Street, sixty feet wide, from the north side of Chase Street to the north side of Dungan's Lane, in accordance with a plat thereof filed in the office of the Commissioners for Opening Streets on the seventeenth day of February, 1920, and now on file in said office."

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That Ordinance No. 351, approved June 3, 1920, entitled ''An ordinance to condemn and close Third Street, sixty feet wide, from the north side of Chase Street to the north side of Dungan's Lane, in accordance with a plat thereof filed in the office of the Commissioners for Opening Streets on the seventeenth day of February, 1920, and now on file in said office,'' be and it is hereby repealed.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved March 30, 1928.

WM. F. BROENING, *Mayor.*

## No. 327.

An ordinance to repeal Ordinance No. 340, approved June 3, 1920, entitled "An ordinance to condemn and close Hoffman Street, sixty-six feet wide, from the east side of Loney's Lane to the southwesternmost right of way line of the Baltimore and Ohio Railroad, in accordance with a plat thereof filed in the office of the Commissioners for Opening Streets on the seventeenth day of February, 1920, and now on file in said office."

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That Ordinance No. 340, approved June 3, 1920, entitled "An ordinance to condemn and close Hoffman Street, sixty-six feet wide, from the east side of Loney's Lane to the southwesternmost right of way line of the Baltimore and Ohio Railroad, in accordance with a plat thereof filed in the office of the Commissioners for Opening Streets on the seventeenth day of February, 1920, and now on file in said office," be and it is hereby repealed.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved March 30, 1928

WM. F. BROENING, *Mayor.*

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## No. 328.

An ordinance to repeal Ordinance No. 341, approved June 3, 1920, entitled "An ordinance to condemn and close Preston Street, sixty-six feet wide, from the east side of Loney's Lane to the southwesternmost right of way line of the Baltimore and Ohio Railroad, in accordance with a plat thereof filed in the office of the Commissioners for Opening Streets on the seventeenth day of February, 1920, and now on file in said office."

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That Ordinance No.

341, approved June 3, 1920, entitled "An ordinance to condemn and close Preston Street, sixty-six feet wide, from the east side of Loney's Lane to the southwesternmost right of way line of the Baltimore and Ohio Railroad, in accordance with a plat thereof filed in the office of the Commissioners for Opening Streets on the seventeenth day of February, 1920, and now on file in said office," be and it is hereby repealed.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved March 30, 1928.

WM. F. BROENING, *Mayor.*

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No. 329.

An ordinance to repeal Ordinance No. 339, approved June 3, 1920, entitled "An ordinance to condemn and close Oliver Street, sixty-six feet wide, from the east side of Loney's Lane to the southwesternmost right of way line of the Baltimore and Ohio Railroad, in accordance with a plat thereof filed in the office of the Commissioners for Opening Streets on the seventeenth day of February, 1920, and now on file in said office."

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That Ordinance No. 339, approved June 3, 1920, entitled "An ordinance to condemn and close Oliver Street, sixty-six feet wide, from the east side of Loney's Lane to the southwesternmost right of way line of the Baltimore and Ohio Railroad, in accordance with a plat thereof filed in the office of the Commissioners for Opening Streets on the seventeenth day of February, 1920, and now on file in said office," be and it is hereby repealed.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved March 30, 1928.

WM. F. BROENING, *Mayor.*

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No. 330.

An ordinance to repeal Ordinance No. 343, approved June 3, 1920, entitled "An ordinance to condemn and close Eleventh Street, sixty-six feet wide from the north side of Chase Street to the southwesternmost outline of the Baltimore and Ohio Railroad, in accordance with a plat thereof filed in the office of the Commissioners for Opening Streets on the seventeenth day of February, 1920, and now on file in said office."

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That Ordinance No. 343, approved June 3, 1920, entitled "An ordinance to condemn and close Eleventh Street, sixty-six feet wide from the north side of Chase Street to the southwesternmost outline of the Baltimore and Ohio Railroad, in accordance with a plat thereof filed in the office of the Commissioners for Opening Streets on the seventeenth day of February, 1920, and now on file in said office, be and the same is hereby repealed.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved March 30, 1928.

WM. F. BROENING, *Mayor.*

## No. 331.

An ordinance to repeal Ordinance No. 344, approved June 3, 1920, entitled "An ordinance to condemn and close Tenth Street, sixty feet wide, from the north side of Chase Street to the southwesternmost outline of the Baltimore and Ohio Railroad, in accordance with a plat thereof filed in the office of the Commissioners for Opening Streets on the seventeenth day of February, 1920, and now on file in said office."

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That Ordinance No. 344, approved June 3, 1920, entitled "An ordinance to condemn and close Tenth Street, sixty feet wide from the north side of Chase Street to the southwesternmost outline of the Baltimore and Ohio Railroad, in accordance with a plat thereof filed in the office of the Commissioners for Opening Streets on the seventeenth day of February, 1920, and now on file in said office," be and the same is hereby repealed.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved March 30, 1928.

WM. F. BROENING, *Mayor.*

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## No. 332.

An ordinance to repeal Ordinance No. 345, approved June 3, 1920, entitled "An ordinance to condemn and close Ninth Street, sixty-six feet wide, from the north side of Chase Street to the southwesternmost right of way line of the Baltimore and Ohio Railroad, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets on the seventeenth day of February, 1920, and now on file in said office."

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That Ordinance No.

345, approved June 3, 1920, entitled "An ordinance to condemn and close Ninth Street, sixty-six feet wide, from the north side of Chase Street to the southwesternmost right of way line of the Baltimore and Ohio Railroad, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets on the seventeenth day of February, 1920, and now on file in said office," be and the same is hereby repealed.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved March 30, 1928.

WM. F. BROENING, *Mayor.*

---

No. 333.

**An ordinance to repeal Ordinance No. 347, approved June 3, 1920, entitled "An ordinance to condemn and close Seventh Street, sixty-six feet wide, from the northeast outline of the Union Railroad Company to the southwest outline of the Baltimore and Ohio Railroad, in accordance with a plat thereof filed in the office of the Commissioners for Opening Streets on the seventeenth day of February, 1920, and now on file in said office."**

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That Ordinance No. 347, approved June 3, 1920, entitled "An ordinance to condemn and close Seventh Street, sixty-six feet wide, from the northeast outline of the Union Railroad Company to the southwest outline of the Baltimore and Ohio Railroad, in accordance with a plat thereof filed in the office of the Commissioners for Opening Streets on

the seventeenth day of February, 1920, and now on file in said office,'' be and the same is hereby repealed.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved March 30, 1928.

WM. F. BROENING, *Mayor.*

---

No. 334.

An ordinance to repeal Ordinance No. 348, approved June 3, 1920, entitled "An ordinance to condemn and close Sixth Street, sixty feet wide, from the north side of Biddle Street to the south side of Dungan's Lane, in accordance with a plat thereof filed in the office of the Commissioners for Opening Streets on the seventeenth day of February, 1920, and now on file in said office."

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That Ordinance No. 348, approved June 3, 1920, entitled ''An ordinance to condemn and close Sixth Street, sixty feet wide, from the north side of Biddle Street to the south side of Dungan's Lane in accordance with a plat thereof filed in the office of the Commissioners for Opening Streets on the seventeenth day of February, 1920, and now on file in said office,'' be and it is hereby repealed.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved March 30, 1928.

WM. F. BROENING, *Mayor.*

## No. 335.

An ordinance to repeal Ordinance No. 1159, approved May 17, 1927, entitled "An ordinance to condemn, open, widen and grade St. Ambrose avenue, from the southwest side of Park Heights avenue to the northwest side of Waldorf avenue, in accordance with a plat thereof filed in the office of the Commissioners for Opening Streets, on the twenty-second day of March, 1927, and now on file in said office."

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That Ordinance No. 1159, approved May 17, 1927, entitled "An Ordinance to condemn, open, widen and grade St. Ambrose avenue from the southwest side of Park Heights avenue to the northwest side of Waldorf avenue in accordance with a plat thereof filed in the office of the Commissioners for Opening Streets, on the twenty-second day of March, 1927, and now on file in said office," be and it is hereby repealed.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved March 30, 1928.

WM. F. BROENING, *Mayor.*

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## No. 336.

An ordinance to condemn, open and grade a 12 foot alley southwest of Ash Street, from the northwest side of Thirty-sixth Street southeasterly to the northwest side of Ash Street, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the ninth day of January, 1928, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commis-

sioners for Opening Streets be, and they are hereby authorized and directed to condemn, open, and grade a 12 foot alley southwest of Ash Street from the northwest side of Thirty-sixth Street southeasterly to the northwest side of Ash Street, the land hereby directed to be condemned for said opening being described as follows:

Beginning for the same at the corner formed by the intersection of the northwest side of Thirty-sixth Street, as now laid out 30 feet wide, and the northeast side of a 12 foot alley, as now laid out, said point of beginning being distant 98.1 feet southwesterly from the point formed by the intersection of the southwest side of Ash Street, as now laid out, and the northwest side of said Thirty-sixth Street; the coordinates of the said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being West 7019.48 feet and North 11766.24 feet; and running thence South 14°-12′-00″ East 453.29 feet; thence South 70°-24′-00″ East 117.30 feet to intersect the northwest side of said Ash Street; thence binding on the northwest side of said Ash Street South 19°-36′-00″ West 12 feet to intersect a line drawn parallel with and distant 12 feet southwesterly measured at right angles from the second line of this description; thence reversing said line so drawn and binding thereon and along a line drawn parallel with and distant 12 feet southwesterly measured at right angles from the first line of this description the two following courses and distances, namely: North 70°-24′-00″ West 123.73 feet; thence North 14°-12′-00″ West 460.04 feet to intersect the northwest side of said Thirty-sixth Street; thence binding on the

northwest side of said Thirty-sixth Street North 77°-26′-50″ East 12 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said alley as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the ninth day of January in the year 1928, and is now on file in the said Office.

Section 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and opening of said alley and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved March 30, 1928.

WM. F. BROENING, *Mayor.*

## No. 337.

An ordinance to condemn and close Avondale Avenue, 40 feet wide, from the northeast side of Winner Avenue northeasterly 330 feet more or less to the northeasternmost outline of Avondale Park No. 2, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the tenth day of January, 1928, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn and close Avondale Avenue, with a width of 40 feet from the northeast side of Winner Avenue northeasterly 330 feet more or less to the northeasternmost outline of Avondale Park Number 2, the land hereby directed to be condemned for said closing being described as follows:

Beginning for the same at a stone planted at the point formed by the intersection of the northeast side of Winner Avenue, as now laid out 40 feet wide, and shown on the plat of Avondale Park No. 2, recorded among the Land Records of Baltimore County, in Plat Book W. P. C. No. 6, folio 117, and the southeast side of Avondale Avenue, as laid out 40 feet wide on said plat; and running thence binding on the northeast side of said Winner Avenue northwesterly 40.30 feet to intersect the northwest side of said Avondale Avenue; thence binding on the northwest side of said Avondale Avenue northeasterly 335.05 feet to intersect the northeast outline of said Avondale Park No. 2; thence binding on the northeasternmost outline of said Avondale Park No. 2 southeasterly 40.10 feet to intersect the southeast side of said Avondale Avenue; and thence binding on the southeast side of said Avondale Avenue southwesterly 327.49 feet to the place of beginning.

The said avenue as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the tenth day of January in the year 1928, and is now on file in the said Office.

SECTION 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and closing of said avenue, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof; and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved March 30, 1928.

WM. F. BROENING, *Mayor.*

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No. 338.

An ordinance to condemn and close a portion of Belvedere Avenue, as condemned and opened under Ordinance No. 567, approved March 15, 1926, varying in width from 10 feet to 0.0 feet, from the east side of Roland Avenue easterly 1532.61 feet more or less, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the ninth day of January, 1928, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commis-

sioners for Opening Streets be, and they are hereby authorized and directed to condemn and close a portion of Belvedere Avenue, as condemned and opened under Ordinance No. 567, approved March 15, 1926, varying in width from 10 feet to 0.0 feet, from the east side of Roland Avenue easterly 1532.61 feet more or less, the land hereby directed to be condemned for said closing being described as follows:

Beginning for the same at a point formed by the intersection of the south side of Belvedere Avenue, as condemned and opened under Ordinance No. 567, approved March 15, 1926, and the east side of Roland Avenue, as now laid out; the co-ordinates of said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being West 5335.72 feet and North 23508.88 feet; and running thence binding on the south side of said Belvedere Avenue the three following courses and distances, namely: South 81°-21′-20″ East 381.05 feet, South 84°-31′-20″ East 546.16 feet, and by a line curving to the left with a 4583.60 foot radius the distance of 607.06 feet, which arc is subtended by a chord bearing South 88°-18′-59″ East 606.62 feet; thence westerly by a line curving to the right with a 3442.61 foot radius the distance of 455.96 feet, which arc is subtended by a chord bearing North 88°-18′-59″ West the distance of 455.61 feet to intersect a line drawn parallel with and distant 10 feet northerly measured at right angles from the second line of this description; thence reversing said line so drawn and binding thereon and along a line drawn parallel with and distant 10 feet northerly measured at right angles from the first line of this description the two following courses and distances, namely: North 84°-31′-20″ West

696.56 feet and North 81°-21′-20″ West 380.44 feet to intersect the east side of said Roland Avenue; and thence binding on the east side of said Roland Avenue South 10°-32′-50″ West 10.01 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said avenue as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the ninth day of January, in the year 1928, and is now on file in the said Office.

SECTION 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and closing of said Belvedere Avenue, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved March 30, 1928.

WM. F. BROENING, *Mayor.*

## No. 339.

An ordinance to condemn and close a portion of The Alameda, as condemned and opened under Ordinance No. 318, approved February 3, 1925, varying in width from 0.0 feet to 18.16 feet, from the north side of Argonne Drive northerly 259.96 feet in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the ninth day of January, 1928, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners for Opening Streets be and they are hereby authorized and directed to condemn and close a portion of The Alameda, as condemned and opened under Ordinance No. 318 approved February 3, 1925, varying in width from 0.0 feet to 18.16 feet, from the north side of Argonne Drive northerly 259.96 feet, the land hereby directed to be condemned for said closing being described as follows:

Beginning for the same at a point formed by the intersection of the east side of The Alameda, as condemned and opened under Ordinance No. 318, approved February 3, 1925, and the north side of Argonne Drive, as now laid out 80 feet wide, the co-ordinates of said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being East 4430.20 feet and North 15533.98 feet; and running thence northerly binding on the east side of said The Alameda by a line curving to the right with a 1874 foot radius the distance of 261.12 feet, which arc is subtended by a chord bearing North 0°-29′-55″ East 260.90 feet to a point in the east side of The Alameda, as relocated; thence binding on the east side of said The Alameda, as relocated, South 04°-29′-25″ West 259.96 feet to intersect the north side of said Argonne Drive; thence

easterly binding on the north side of said Argonne Drive by a line curving to the right with a 418.10 foot radius the distance of 18.16 feet, which arc is subtended by a chord bearing South 84°-30′-35″ East 18.16 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said street as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the ninth day of January in the year 1928, and is now on file in the said Office.

Section 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and closing of said portion of The Alameda and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123, of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved March 30, 1928.

WM. F. BROENING, *Mayor.*

## No. 340.

An ordinance authorizing the Board of Estimates to sell, at public or private sale, all that lot of ground situated on the northeast side of Woodbrook Avenue, northwest of Retreat Street, having a width of 20 feet and an even depth of 75 feet, in accordance with Section 13 of the City Charter, said lot of ground being no longer needed for public use.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Board of Estimates be, and the same is hereby authorized to sell at public or private sale, in accordance with Section 13 of the City Charter, all that lot of ground described as follows, that is to say:

Beginning for the same at a point on the northeast side of Woodbrook avenue (formerly Mary street), said point being located at the corner formed by the intersection of the northeast side of Woodbrook avenue and the southwest side of that lot of ground which by deed dated September 16, 1864, and recorded among the Land Records of Baltimore County in Liber I. H. L. No. 43, Folio No. 252, was conveyed by William H. Hoffman to Charles Gressley, and running thence north 51½ degrees, east 75 feet, thence south 38 degrees, east twenty feet, thence south 51½ degrees, west 75 feet, to the northeast side of said Woodbrook avenue (formerly Mary street), and thence binding on the same north thirty-eight degrees, west 20 feet, to the place of beginning. For title see lease to said County Commissioners from Charles Greasley dated October 21, 1881, and recorded in Baltimore County in Liber W. U. I. No. 125, Folio No. 151, subject to an annual rent of Seventy-two Dollars ($72.00), payable in even half-yearly installments on the first of March and September. Said property being no longer needed for public use.

Being improved with a two-story brick building formerly known as Old No. 2 Engine House.

The mention of streets, avenues, lanes and alleys in the above description is for the purpose of description only, and the rights of the Mayor and City Council of Baltimore in and to the same are to be specially reserved.

SECTION 2. *And be it further ordained,* That no deed or deeds shall pass in accordance with the above section unless the same shall be approved by the City Solicitor.

Approved March 30, 1928.

WM. F. BROENING, *Mayor.*

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No. 341.

An ordinance authorizing the Mayor and City Council of Baltimore to exchange the leasehold interest in Lot No. 11, Block E, as shown on the plat of Embla Park, recorded among the land records of Baltimore County in Plat Book J. W. S. No. 1, Folio 104, for the leasehold interest in Lot No. 14, Block E, as shown on the aforesaid plat.

Whereas the Mayor and City Council of Baltimore is the owner of the Leasehold interest in Lot No. 11, Block E, as shown on the plat of Embla Park, recorded among the Land Records of Baltimore County in Plat Book, J. W. S. No. 1, folio 104, subject to the annual rent of $30.00; and

Whereas Frederick E. Wilson and Emma E. Wilson, his wife, Lillian Downs and Clarence E. Downs, her husband are the owners of the fee

simple interest in lot No. 14, Block E, as shown on plat of Embla Park; and

Whereas the Mayor and City Council of Baltimore is desirous of leasing lot No. 14, Block E, under the same terms and conditions as now exist on lot No. 11, Block E; and

Whereas the said Frederick E. Wilson, et al., are willing to lease for a term of ninety-nine years, renewable forever, to the Mayor and City Council of Baltimore, lot No. 14, Block E, under the same terms and conditions as now exist on Lot No. 11, Block E, in exchange for the lot of ground known as lot No. 11, Block E, on the plat of Embla Park, the leasehold title of which is now vested in the Mayor and City Council of Baltimore.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Mayor of Baltimore, be and it is hereby authorized and directed:

First: For and on behalf of the Mayor and City Council of Baltimore to accept from Frederick E. Wilson and Emma E. Wilson, his wife, Lillian Downs and Clarence E. Downs, her husband, a Lease for the term of ninety-nine years, renewable forever, subject to the payment of the annual rent of $30.00, for the lot of ground known as lot No. 14, Block E, as shown on the plat of Embla Park, and described as follows:

Beginning for the same on the west side of Aldeber Avenue at a distance of 464 feet 9¾ inches north of Wyndhurst Avenue as measured along the west side of Aldeber Avenue which

place of beginning is designed to be at the northeast corner of lot No. 15, described in a Lease from Granville O. Wilson to the Tuxedo and Embla Park Water and Electric Company of Baltimore County, dated August 15th, 1901, and recorded among the Land Records of Baltimore County in Liber N. B. M. No. 256, folio 171, etc.; and running thence northerly binding on the west side of Aldeber Avenue 44 feet 9 inches to the northernmost outline of the property of the parties of the first part as laid out on the plat of Embla Park; and runnig thence westerly binding on the said northernmost outline of Embla Park 92 feet 5 inches to a corner in said outline; thence northwesterly still binding on said outline 66 feet 6 inches to the easternmost side of a 14-foot alley; thence southerly binding on said alley with the use thereof in common with others 88 feet 7½ inches to the northernmost outline of Lot No. 15, as described in the aforesaid Lease; thence easterly along the said northernmost outline of lot No. 15, 150 feet to the place of beginning.

Being shown on the plat attached hereto and made a part hereof.

Second: Thereupon and immediately after the execution and delivery of the lease above mentioned to the Mayor and City Council of Baltimore, to execute and deliver to Frederick E. Wilson and Emma E. Wilson, his wife, Lillian Downs and Clarence E. Downs, her husband, a deed conveying all right, title and interest and estate of the Mayor and City Council of Baltimore in and to all that lot of ground known as lot No. 11, Block E.

SECTION 2. *And be it further ordained,* That no deed or deeds shall pass until they have been approved by the City Solicitor.

Approved March 30, 1928.

WM. F. BROENING, *Mayor.*

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No. 342.

An ordinance granting permission to Fredk. Kuntz to erect an individual garage in the rear of his premises 513 W. Twenty-eighth street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Fredk. Kuntz to erect an individual metal garage 10 ft. wide and 16 ft. long in the rear of his premises 513 W. Twenty-eighth Street; the said garage to be within 2 ft. of a frame open porch and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SEC. 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved March 30, 1928.

WM. F. BROENING, *Mayor.*

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No. 343.

An ordinance granting permission to Louise Maurer to erect an individual garage in the rear of her premises 314 Patapsco street (Westport).

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be

and the same is hereby granted to Louise Maurer to erect an individual metal garage 10 ft. wide and 16 ft. long in the rear of her premises 314 Patapsco Street (Westport), the said garage to be within 3 ft. of a frame overhanging room and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved March 30, 1928.

WM. F. BROENING, *Mayor.*

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No. 344.

An ordinance granting permission to Harry M. Nichols to erect a three-car garage in the rear of his premises 2547 W. Lanvale street, and to waive the provisions of Ordinance 243 of 1924, which prohibits the erection of such a garage within 300 feet of a church.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Harry M. Nichols to erect a three-car garage 24 ft. 2 in. long and 15 ft. 10 in. wide in the rear of his premises 2547 W. Lanvale Street; the said garage to be of brick construction and, together with the present building, to cover approximately 80% of the lot and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City and subject to the pro-

visions of Ordinance No. 825, approved October 1, 1926.

SECTION 2. *And be it further ordained,* That the provisions of Ordinance No. 243 of 1924, which prohibits the erection of a public garage within 300 feet of a church, be and they are hereby waived in so far as said provisions apply to the premises of Harry M. Nichols, 2547 W. Lanvale Street.

SECTION 3. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved March 30, 1928.

WM. F. BROENING, *Mayor.*

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No. 345.

An ordinance granting permission to John M. Coan to erect an individual metal garage in the rear of his premises 5821 Halwyn avenue, Govans.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to John M. Coan to erect an individual metal garage 10 ft. wide and 16 ft. long in the rear of his premises 5821 Halwyn Avenue, Govans; the said garage to be within 4 ft. 6 in. of a stucco kitchenette on the same premises and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved March 30, 1928.

WM. F. BROENING, *Mayor.*

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No. 346.

An ordinance to change the name of Ismore avenue, easterly from Reisterstown road, to Beehler avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the name of Ismore Avenue, easterly from Reisterstown Road be and it is hereby changed to Beehler Avenue.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved March 30, 1928.

WM. F. BROENING, *Mayor.*

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No. 347.

An ordinance to change the name of Middle street (Brooklyn), from Patapsco avenue to Maude avenue (formerly Maryland avenue), to Horton avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the name of Middle street (Brooklyn), from Patapsco ave-

nue to Maude avenue (formerly Maryland avenue), be and it is hereby changed to Horton avenue.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved March 30, 1928.

WM. F. BROENING, *Mayor.*

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No. 348.

An ordinance authorizing the Board of Estimates to sell, at public sale, all that lot of ground situated on the southwest side of Reisterstown road between Mortimer avenue, formerly Walnut avenue, and Academy avenue, having a width of 150 feet on Reisterstown road and an even depth of 210 feet paralleling Mortimer and Academy avenues, the improvements thereon being formerly known as School No. 201, the said property being no longer needed for public use.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Board of Estimates be, and the same is hereby authorized to sell, at public sale, in accordance with Section 13 of the City Charter, all that lot of ground described as follows, that is to say:

Beginning for the same at the corner formed by the intersection of the southeast side of Mortimer avenue, formerly called Walnut avenue, and the southwest side of Reisterstown road and running southeasterly binding on the southwest side of Reisterstown road 150 feet to the northwest side of Academy avenue, and running thence southwesterly binding on the northwest side of Academy avenue 210 feet to a point at the beginning of that lot or parcel of ground

firstly described in a lease dated March 12, 1898, and recorded among the Land Records of Baltimore County in Liber N. B. M. No. 231, Folio 107, from Augustus D. Clemens, Jr., and wife to George F. Weidner, Jr., and running northwesterly and binding reversely on the fourth line of said lot and parallel with Reisterstown road 150 feet to the southeast side of Mortimer avenue and thence binding on the southeast side of Mortimer avenue northeasterly 210 feet to the place of beginning. Said property being no longer needed for public use.

Being improved with a two-story building formerly known as School No. 201.

The mention of streets, avenues, lanes and alleys in the above description is for the purpose of description only, and the rights of the Mayor and City Council of Baltimore in and to the same are to be specially reserved.

SECTION 2. *And be it further ordained,* That no deed or deeds shall pass in accordance with the above Section unless the same shall be approved by the City Solicitor.

Approved March 30, 1928.

WM. F. BROENING, *Mayor.*

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No. 349.

An ordinance authorizing the Board of Estimates to sell at public sale, in accordance with Section 13 of the Charter, the old school lot at the southwest corner of Spring Lane and Willow avenue, Govans, said lot of ground being no longer needed for public use.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Board of

Estimates be and they are hereby authorized to sell at public sale, in accordance with Section 13 of the Charter, the following described property, the same being no longer needed for public use:

Beginning at the southwest corner of Spring lane and Willow avenue; thence northwesterly, on the southwest side of Willow avenue, 106 feet 10 inches, thence southerly 148 feet 3 inches; thence westerly 94 feet 10 inches to the east side of Ready avenue thence southerly on the east side of Ready avenue 102 feet 9 inches; thence easterly 187 feet 4 inches to the west side of Spring lane; thence northerly on the west side of Spring lane 198 feet to the beginning. Being subject to an irredeemable annual ground rent of Fifty Dollars ($50.00) and a redeemable annual ground rent of Two Hundred Dollars ($200.00).

The mention of streets, avenues and lanes in the above description is for the purpose of description only and the rights of the Mayor and City Council of Baltimore in and to the same are specially reserved.

SECTION 2. *And be it further ordained,* That no deed or deeds shall pass in accordance with the above section unless the same shall be approved by the City Solicitor.

Approved March 30, 1928.

WM. F. BROENING, *Mayor.*

## No. 350.

An ordinance to waive the provisions of Ordinance No. 243 of the year 1924, which prohibits the erection of a public garage within 300 feet of a church, in so far as said ordinance applies to the premises of Edw. Wolfe, 1100 N. Fulton avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the provisions of Ordinance No. 243 of the year 1924, which prohibits the erection of a public garage within 300 feet of a church, be and they are hereby waived in so far as said provisions apply to the erection of a third additional individual garage in the rear of the premises of Edw. Wolfe, 1100 N. Fulton avenue.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved March 30, 1928.

WM. F. BROENING, *Mayor.*

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## No. 351.

An ordinance to change the name of Woodside road, from Upland road to Elmhurst road, Roland Park, to Carlowe road.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the name of Woodside road, from Upland road to Elmhurst road, Roland Park, be and the same is hereby changed to Carlowe road.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved March 30, 1928.

WM. F. BROENING, *Mayor.*

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No. 352.

An ordinance authorizing the Board of Estimates to sell at public sale, in accordance with Section 13 of the Charter, the lot of ground at the northeast corner of Decatur and Clement streets and the lot of ground at the northeast corner of Haubert and Clement streets, said property being known as Old School No. 76, and being no longer needed for public use.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Board of Estimates be and they are hereby authorized to sell at public sale, in accordance with Section 13 of the Charter, the following described two lots of ground, the same being no longer needed for public use:

Beginning for the first at the northeast corner of Decatur and Clement Streets, and running thence northeasterly on the southeast side of Decatur Street 172 feet; thence southeasterly at right angles to Decatur Street 155 feet 5 inches to the northwest side of Haubert Street; thence southwesterly binding on the northwest side of Haubert Street 172 feet to Clement Street, and thence northwesterly on the northeast side of Clement Street 155 feet 5 inches to the beginning.

Beginning for the second at the northeast corner of Haubert and Clement Streets and running thence northeasterly on the southeast side of Haubert Street 100 feet; thence southeasterly at right angles to Haubert Street 155 feet 5 inches to the northwest side of Hull Street; thence southwesterly binding on the northwest side of Hull Street 100 feet to the northeast side of Clement Street; thence northwesterly binding on the northeast side of Clement Street 155 feet 5 inches to the beginning.

The mention of streets, avenues, lanes and alleys is for the purpose of description only and the rights of the Mayor and City Council of Baltimore in and to the same are to be specially reserved.

SECTION 2. *And be it further ordained,* That no deed or deeds shall pass in accordance with the above section unless the same shall be approved by the City Solicitor.

Approved March 30, 1928.

WM. F. BROENING, *Mayor.*

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No. 353.

An ordinance granting permission to Chas. L. Henker to erect a metal garage in the rear of his premises 2303 Ashland avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Chas. L. Henker to erect a metal garage 10 ft. wide

and 15 ft. long in the rear of his premises 2303 Ashland Avenue; the said garage to be within 3½ ft. of a frame overhanging bath and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* that this ordinance shall take effect from the date of its passage.

Approved March 30, 1928.

WM. F. BROENING, *Mayor.*

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No. 354.

An ordinance to change the name of Alhambra avenue, from Woodbourne avenue to Harwood avenue, to Ivanhoe avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the name of Alhambra Avenue, from Woodbourne Avenue to Harwood Avenue, be and the same is hereby changed to Ivanhoe Avenue.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved March 30, 1928.

WM. F. BROENING, *Mayor.*

## No. 355.

An ordinance to change the name of that portion of Reservoir Lane running south from Cold Spring Lane, which was condemned and widened by Ordinance No. 1037, approved April 4, 1927, and also that portion of Reservoir Lane running northerly from Cold Spring Lane, to Millbrook road.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the name of that portion of Reservoir Lane running south from Cold Spring Lane, which was condemned and widened by Ordinance No. 1037, approved April 4, 1927, and also that portion of Reservoir Lane running northerly from Cold Spring Lane, be and the same is hereby changed to Millbrook Road.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved March 30, 1928.

WM. F. BROENING, *Mayor.*

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## No. 356.

An ordinance granting permission to Rose Stidman to erect a metal garage in the rear of her premises 2503 N. Charles street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Rose Stidman to erect a metal garage 10 ft. wide and 14 ft. long in the rear of her premises 2503 N. Charles street; the said garage to be within 2 ft. of an enclosed frame porch and to be erected under

the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved March 30, 1928.

WM. F. BROENING, *Mayor.*

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No. 357.

An ordinance to change the name of Highland avenue, running east and west from Gloster avenue, to Ottawa avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the name of Highland avenue, running east and west from Gloster avenue, be and the same is hereby changed to Ottawa Avenue.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved March 30, 1928.

WM. F. BROENING, *Mayor.*

## No. 358.

An ordinance granting permission to The Fairfield Farms Dairy, Incorporated, of Baltimore City, to install one 12000 gallon gasoline tank on its property fronting on Exeter street, between Hillen and Front streets, with a distribution system from said tank to a pump to be erected outside of the building on Exeter street on said property.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to The Fairfield Farms Dairy, Incorporated, of Baltimore City, to install one 12000 gallon gasoline tank on its property fronting on Exeter street, between Hillen and Front streets, with a distribution system from said tank to a cast-iron fireproof pump to be erected outside of the building on said property. The tank to be installed in concrete casings at least twelve inches in thickness, vent pipe to extend two feet above highest point of roof and tank to be grounded to moist earth. Piping from tank to pump to be self-draining and charged only when tanks on automobiles are being filled, filler line to be underground pipe, gravity from Colvin street to tank.

SECTION 2. *And be it further ordained,* That the said gasoline tank shall be installed under the supervision of the Bureau of Buildings of Baltimore City in accordance with the provisions of Ordinances Nos. 534, approved Dec. 24, 1925, and 644, approved May 3, 1926.

SECTION 3. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved April 4, 1928.

WM. F. BROENING, *Mayor.*

## No. 359.

An ordinance granting permission to Henry C. Brown to erect a metal garage in the rear of his premises 1118 Myrtle avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Henry C. Brown to erect a metal garage 10 ft. wide and 16 ft. long in the rear of his premises 1118 Myrtle Avenue; the said garage to be within 4 ft. of a frame overhang and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved April 12, 1928.

JAMES J. O'MEARA,
*Acting Mayor*

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## No. 360.

An ordinance granting permission to M. R. Mapp to erect an individual metal garage in the rear of his premises 1600 Argyle avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to M. R. Mapp to erect an individual metal garage 12 ft. wide and 16 ft. long in the rear of his premises 1600 Argyle Avenue; the said garage to be within 5

ft. of a frame kitchen and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved April 12, 1928.

JAMES J. O'MEARA,
*Acting Mayor*

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No. 361.

An Ordinance to repeal sections 1 and 11 of ordinance No. 436, approved July 7, 1925, as the same were repealed and reordained with amendments by ordinance No. 1063, approved May 6, 1927, and to reordain the same with amendments and to add a new section to be known as section 11½. Said new section to follow immediately after section 11 of Ordinance No. 436, approved July 7, 1925, as repealed and reordained by ordinance No. 1063, approved May 6, 1927, providing for the testing of samples and models of Gas Tubing, Devices, Appurtenances and appliances by certain laboratories or testing agencies therein named or to be designated by the Commissioner of Health, and providing that the cost of such tests shall be borne by the applicant for Registration.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That Sections 1 and 11 of Ordinance No. 436, approved July 7, 1925, of the Mayor and City Council of Baltimore, as the same were repealed and reordained with amendments by Ordinance No. 1063, approved May 6, 1927, be and the same are hereby repealed and reordained with amendments so as to read as follows:

1. That no tubing, appliance, appurtenance or device for use with, by or for the combustion of manufactured (illuminating) gas, shall be sold, or offered for sale, connected or installed in the City of Baltimore, unless the type, sample or model thereof shall be registered with the Commissioner of Health of Baltimore City, the registration thereof to be in the following manner:

Application shall be made on forms to be furnished by the Commissioner of Health of Baltimore City and the applicant shall furnish such information and certificates and cause such tests to be conducted as may be required by the Commissioner of Health to secure proper registration and identification of any such tubing, appliance, appurtenance device, sample or model thereof and before such application shall be approved by the Commissioner of Health he shall determine whether said tubing, appliance appurtenance, device, sample or model thereof described therein conforms to the rules. regulations and specifications hereinafter provided for in Section 11 hereof. And in connection with such application the applicant shall file a certificate satisfactory to the Commissioner that such gas appliance, sample or model thereof has been examined and tested and found to comply with the rules, regulations, specifications and requirements promulgated by the Commissioner as provided for in Section 11 of this Ordinance. The Commissioner of Health shall not issue a certificate of registration unless it shall satisfactorily appear to him the tubing appliance, appurtenance, device, sample or model thereof described in said application conforms to said rules, regulations and specifications, and meets such tests as the Commissioner of Health may prescribe.

If the Commissioner of Health determines that the tubing, appliance, appurtenance or device described in any such application for registration does not conform to said rules, regulations and specifications, or if he is not satisfied with the application or certificate attached thereto he shall notify the applicant forthwith stating his reasons therefor and in any such case the applicant may request the "Gas Reference Committee" as hereinafter created, to consider the application and objections thereto, and upon such request the Commissioner of Health may obtain the advice of said "Gas Reference Committee," which advice may be considered by, but shall not be binding upon the said Commissioner of Health.

All tubing, appliances, appurtenances or devices shall bear an identification number or designation which shall be given by the Commissioner of Health, and the number or designation may be the manufacturer's regular trade name and number, and when applied for by such manufacturer, it shall be stated in the application for registration, provided, that nothing herein contained shall be construed to apply to tubing, appliances, appurtenances or devices used for strictly experimental purposes, or to gas burning appliances for strictly industrial use as may be defined in the rules, regulations and specifications to be promulgated by the Commissioner of Health.

11. That in order to safeguard and protect the health and safety of the people of Baltimore City, the Commissioner of Health is hereby authorized and empowered to make, adopt and promulgate rules, regulations and specifications governing the sale, installation and use in Bal-

timore City of all tubing, appliances, appurtenances or devices and/or samples or models thereof for use with, by or for the combustion of manufactured (illuminating) gas, provided that all rules, regulations and specifications so made, adopted and promulgated shall be pursuant to but not in conflict with the provisions of this ordinance, and all rules, regulations and specifications made, adopted and promulgated as aforesaid shall be published and sent to each registrant and licensee applying therefor, the Commissioner of Health in making and adopting said rules, regulations and specifications may consider the rules, regulations and specifications established by the American Gas Association (a national organization, one of the functions of which is to reduce the hazard from the use of manufactured or natural iluminating) gas, or any other rules, regulations and specifications relating to said subject, and the Commissioner of Health may accept the certificate of any laboratory or testing agency approved by him in determining whether any tubing, appliances, appurtenances, or devices and/or samples or models thereof required by him to be tested under the provisions of this ordinance, or under any rules promulgated by the Commissioner of Health under its authority, does in fact meet the tests so prescribed.

Section 2. *And be it further ordained,* That a new section be added to Ordinance No. 436, approved July 7, 1925, as amended by Ordinance No. 1063, approved May 6, 1927, said new section to be known as Section 11½, and to read as follows:

11½. That whenever the Commissioner of Health shall determine that before passing

upon any application for registration, it is necessary and/or desirable to test in a laboratory or testing agency any tubing, appliance, appurtenance or device offered for registration, in order to determine whether or not the same complies with the specifications prescribed by him under the authority of this ordinance, the Commissioner of Health is hereby authorized to direct said tests to be made by the laboratories of either the United States Bureau of Standards, the Johns Hopkins University, the American Gas Association, or any other laboratory or testing agency approved by the Commissioner of Health; and the Commissioner of Health is hereby further authorized and directed to require the costs of such tests to be paid in advance by the applicant for registration.

SECTION 3. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved April 17, 1928.

WM. F. BROENING, *Mayor.*

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No. 362.

An ordinance to waive the provisions of Ordinance No. 243 of the year 1924, which prohibits the erection of a public garage within 300 feet of a church, in so far as said ordinance applies to the rear of the premises of Baum Bros., 308 S. Castle street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the provisions of Ordinance No. 243 of the year 1924, which

prohibits the erection of a public garage within 300 feet of a church be and they are hereby waived in so far as said provisions apply to the erection of 8 individual garages, of brick construction, on the rear of the premises of Baum Bros., 308 S. Castle street.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved April 21, 1928.

WM. F. BROENING, *Mayor.*

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No. 363.

An Ordinance to condemn, open, widen and grade Hillen Road, from its present width of 33 feet to a width varying from 60 feet to 120.94 feet, from the north side of Argonne Drive northerly 9680 feet more or less to the southwesternmost outline of Herring Run Park (Taylor Tract), in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the ninth day of January 1928, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn, open, widen and grade Hillen Road, from its present width of 33 feet to a width varying from 60 feet to 120.94 feet, from the north side of Argonne Drive northerly 9680 feet more or less to the southwesternmost outline of Herring Run Park (Taylor Tract), the land hereby directed to be condemned for said opening being described as follows:

Beginning for the same at a point formed by the intersection of the north side of Argonne Drive, as now laid out 80 feet wide, and the west side of Hillen Road, as condemned and opened under Ordinance No. 590, approved March 23, 1926; the co-ordinates of the said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being East 7800.13 feet and North 15509.56 feet; and running thence by a line curving to the right with an 850 foot radius the distance of 146.26 feet, which arc is subtended by a chord bearing North 21°-15′-09″ East 146.08 feet; thence by a line curving to the left with a 575.73 foot radius the distance of 90.59 feet, which arc is subtended by a chord bearing North 21°-40′-28″ East 90.50 feet; thence North 17°-10′-00″ East 310 feet; thence by a line curving to the left with a 4610.08 foot radius the distance of 411.25 feet, which arc is subtended by a chord bearing North 14°-36′-40″ East 411.11 feet; thence North 12°-03′-20″ East 1844.59 feet; thence by a line curving to the right with a 1373.18 foot radius the distance of 321.06 feet, which arc is subtended by a chord bearing North 18°-45′-13″ East 320.33 feet; thence by a line curving to the left with a 3039.55 foot radius the distance of 588.79 feet, which arc is subtended by a chord bearing North 19°-54′08″ East 587.88 feet; thence North 14°-21′10″ East 2191.83 feet; thence by a line curving to the left with a 3407.87 foot radius the distance of 301.53 feet, which arc is subtended by a chord bearing North 11°-49′-05″ East 301.43 feet; thence North 09°-17′-00″ East 650 feet; thence by a line curving to the right with a 3045.71 foot radius the distance of 639.49 feet, which arc is subtended by a chord bearing

North 15°-17′-53″ East 638.30 feet; thence by a line continuing to curve to the right with a 1146.52 foot radius the distance of 526.09 feet, which arc is subtended by a chord bearing North 34°-27′-29″ East 521.46 feet; thence North 47°-36′-10″ East 238.24 feet to intersect the southwesternmost outline there situate of the land belonging to the Mayor and City Council of Baltimore, and known as Herring Run Park; thence binding on said outline the two following courses and distances, namely: South 45°-34′-41″ East 46.52 feet and South 46°-20′-00″ East 13.59 feet to intersect a line drawn parallel with and distant 60 feet southeasterly measured at right angles from the thirteenth line of this description; thence reversing said line so drawn and binding thereon and along lines drawn parallel with and distant 60 feet southeasterly measured at right angles from the twelfth, eleventh, tenth, ninth, eighth, seventh, sixth, fifth, fourth and third, lines, respectively, of this description, the eleven following courses and distances, namely: South 47°-36′-10″ West 241.74 feet, by a line curving to the left with an 1086.52 foot radius the distance of 498.56 feet, which arc is subtended by a chord bearing South 34°-27′-29″ West 494.17 feet, by a line continuing to curve to the left with a 2985.71 foot radius the distance of 626.-90 feet, which arc is subtended by a chord bearing South 15°-17′-53″ West 625.72 feet, South 09°-17′-00″ West 650 feet, by a line curving to the right with a 3467.87 foot radius the distance of 306.84 feet, which arc is subtended by a chord bearing South 11°-49′-05″ West 306.74 feet, South 14°-21′-10″ West 2191.83 feet, by a line curving to the right with a 3099.55 foot radius the distance of 600.42 feet, which arc is sub-

tended by a chord bearing South 19°-54′-08″ West 599.48 feet, by a line curving to the left with an 1313.18 foot radius the distance of 307.03 feet, which arc is subtended by a chord bearing South 18°-45′-13″ East 306.33 feet, South 12°-03′-20″ West 1844.59 feet, by a line curving to the right with a 4670.08 foot radius the distance of 416.60 feet, which arc is subtended by a chord bearing South 14°-36′-40″ West 416.46 feet, and South 17°-10′-00″ West 310 feet; thence by a line curving to the left with a 337.53 foot radius the distance of 99.11 feet, which arc is subtended by a chord bearing South 08°-45′-18″ West 98.75 feet; thence by a line curving to the right with a 900 foot radius the distance of 117.04 feet, which arc is subtended by a chord bearing South 04°-04′-08″ West 116.96 feet to the beginning of the seventh line of said Hillen Road, as condemned and opened under Ordinance No. 590, approved March 23, 1926; and thence binding on said seventh line North 84°-26′-15″ West 120.94 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said Road as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the ninth day of January in the year 1928, and is now on file in the said Office.

Section 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets with reference to the condemnation and opening of said Hillen Road,

and the proceedings and rights of all parties interested or affected thereby, shall be regulated by and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved April 23, 1928.

WM. F. BROENING, *Mayor.*

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No. 364.

An Ordinance to condemn open and grade Belvedere Avenue, 80 feet wide, from a point 256.77 feet east of York Road to the northwest side of Hillen Road in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the ninth day of January, 1928, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore, That* the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn, open and grade Belvedere Avenue with a width of 80 feet from a point 256.77 feet east of York Road to the northwest side of Hillen Road, the land hereby directed to be condemned for said opening being described as follows:

Beginning for the same at a point on the south side of Belvedere Avenue, as now in process of condemnation and opening under Ordinance No. 567, approved March 15, 1926, and at the east end of said Belvedere Avenue, said point of beginning being distant 256.77 feet easterly from the point formed by the intersection of the east side of York Road, as now in process of condemnation under Ordinance No. 783, approved December 19, 1922, and the south side of said Belvedere Avenue; the co-ordinates of said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being East 1914.05 feet and North 24236.75 feet; and running thence North 87°-16′-38″ East 215.78 feet; thence by a line curving to the right with a 496.85 foot radius the distance of 346.95 feet, which arc is subtended by a chord bearing South 72°-43′-06″ East 339.93 feet; thence South 52°-42′-50″ East 2162.93 feet; thence by a line curving to the left with an 821.07 foot radius the distance of 434.45 feet, which arc is subtended by a chord bearing South 67°-52′-20″ East 429.40 feet; thence continuing to curve to the left with a 1580 foot radius the distance of 913.99 feet, which arc is subtended by a chord bearing North 80°-23′-50″ East 901.31 feet; thence by a line curving to the right with a 1494.98 foot radius the distance of 581.43 feet, which arc is subtended by a chord bearing North 74°-58′-00″ East 577.77 feet; thence North 86°-06′-30″ East 500.20 feet; thence by a line curving to the right with a 1000.00 foot radius the distance of 460.61 feet, which arc is subtended by a chord bearing South 80°-41′-46″ East 456.55 feet; thence South 67°-30′-02″ East 2684.93 feet to intersect the northwest side of

Hillen Road, as now laid out; thence binding on the northwest side of said Hillen Road North 09°-44′-00″ East 82.03 feet to intersect a line drawn parallel with and distant 80 feet northeasterly measured at right angles from the ninth line of this description; thence reversing said line so drawn and binding thereon and along lines drawn parallel with and distant 80 feet northerly measured at right angles from the eighth, seventh, sixth, fifth, fourth, third, second and first lines, respectively, of this description, the nine following courses and distances, namely: North 67°-30′-02″ West 2666.80 feet, by a line curving to the left with an 1080 foot radius the distance of 497.46 feet, which arc is subtended by a chord bearing North 80°-41′-46″ West 493.08 feet, South 86°-06′-30″ West 500.20 feet, by a line curving to the left with a 1574.98 foot radius the distance of 612.54 feet, which arc is subtended by a chord bearing South 74°-58′-00″ West 608.69 feet, by a line curving to the right with a 1500 foot radius the distance of 867.72 feet, which arc is subtended by a chord bearing South 80°-23′-50″ West 855.67 feet, by a line curving to the right with a 741.07 foot radius the distance of 392.12 feet, which arc is subtended by a chord bearing North 67°-52′-20″ West 387.56 feet, North 52°-42′-50″ West 2162.93 feet, by a line curving to the left with a 576.85 foot radius the distance of 402.81 feet, which arc is subtended by a chord bearing North 72°-43′-06″ West 394.67 feet, South 87°-16′-38″ West 215.78 feet to the east end of said Belvedere Avenue, as condemned and opened under Ordinance No. 567, approved March 15, 1926; thence along the end of said Belvedere Avenue South 02°-43′-22″ East 80 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said Avenue as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the ninth day of January in the year 1928, and is now on file in the said Office.

SECTION 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and opening of said Avenue, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved April 23, 1928.

WM. F. BROENING, *Mayor.*

## No. 365.

An ordinance to condemn open, widen and grade Cold Spring Lane, from its present width of 25 feet to a width of 50 feet, from the east side of Charles Street Avenue to the west side of Reservoir Lane in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the thirteenth day of January 1928, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and Council of Baltimore,* That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn, open, widen and grade Cold Spring Lane, from its present width of 25 feet to a width of 50 feet, from the east side of Charles Street Avenue to the west side of Reservoir Lane, the land hereby directed to be condemned for said opening being described as follows:

Beginning for the same at a point on the east side of Charles Street Avenue, as now laid out 66 feet wide, at the distance of 15 feet southerly from the point formed by the intersection of the south side of Cold Spring Lane, as now laid out 25 feet wide, and the east side of said Charles Street Avenue; the co-ordinanes of said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being West 1784.54 feet and North 17393.85 feet; and running thence North 78°-19′-35″ East 135.37 feet to intersect the south side of said Cold Spring Lane; thence binding on the south side of said Cold Spring Lane North 84°-40′55″ East 261.33 feet; thence by a line curving to the right with a 1418.82 foot radius the distance of 217.79 feet, which arc is subtended by a chord bearing North 89°-04′-56″ East 217.58 feet; thence continuing to curve to the right with a 3283.20 foot

radius the distance of 263.67 feet, which arc is subtended by a chord bearing South 84°-13′-00″ East 263.61 feet; thence South 81°-54′-57″ East 237.48 feet; thence by a line curving to the left with an 1118.84 foot radius the distance of 229.-14 feet, which arc is subtended by a chord bearing South 87°-47′-00″ East 228.74 feet to intersect the west side of Reservoir Lane, as condemned and opened under Ordinance No. 1037, approved April 4, 1927; thence binding on the west side of said Reservoir Lane North 02°-29′-21″ West 45.58 feet to intersect the north side of Cold Spring Lane, as now laid out 25 feet wide; thence binding on the north side of said Cold Spring Lane South 85°-41′-45″ East 67.39 feet to intersect the east side of Reservoir Lane, as laid out north of said Cold Spring Lane; thence binding on the east side of said Reservoir Lane North 02°-51′-00″ West 14.54 feet; thence South 85°-37′-33″ West 54.39 feet to intersect a line drawn parallel with and distant 50 feet northerly measured at right angles from the sixth line of this description; thence reversing said line so drawn and binding thereon, and along lines drawn parallel with and distant 50 feet northerly measured at right angles from the fourth, third, second and first lines, respectively, of this description, the five following courses and distances, namely: by a line curving to the right with a 1068.84 foot radius the distance of 232.41 feet, which arc is subtended by a chord bearing North 88°-08′-42″ West 231.95 feet North 81°-54′-57″ West 237.48 feet, by a line curving to the left with a 3333.20 foot radius the distance of 267.69 feet, which arc is subtended by a chord bearing North 84°-13′-00″ West 267.61 feet, by a line curving to the left with a 1468.82 foot radius the dis-

tance of 225.47 feet, which arc is subtended by a chord bearing South 89°-04′-56″ West 225.25 feet South 84°-40′-55″ West 264.10 feet, and South 78°-19′-35″ West 135.42 feet to intersect the east side of said Charles Street Avenue, as now laid out north of Cold Spring Lane; thence binding on the east side of said Charles Street Avenue South 07°-30′-54″ East 22.52 feet to intersect the center line of said Cold Spring Lane, as now laid out 25 feet wide; thence binding on said center line North 84°-40′-55″ East 0.93 feet to intersect the east side of said Charles Street Avenue, as now laid out south of Cold Spring Lane; thence binding on the east side of said Charles Street Avenue South 07°-29′-07″ East 27.51 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said lane as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the thirteenth day of January in the year 1928, and is now on file in the said Office.

Section 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and opening of said Cold Spring Lane and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of

the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved April 23, 1928.

WM. F. BROENING, *Mayor.*

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No. 366.

An Ordinance to condemn and close Light Street, formerly Ferry Point Road, varying in width from 53 feet to 91 feet, from the easternmost side of Light Street, formerly Marshall Street, as now laid out 82.5 feet wide, southerly 831 feet more or less to the end thereof, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the nineteenth day of December 1927, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and Council of Baltimore,* That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn and close Light Street, formerly Ferry Point Road, varying in width from 53 feet to 91 feet, from the easternmost side of Light Street, formerly Marshall Street, as now laid out 82.5 feet wide, southerly 831 feet more or less to the end thereof, the land hereby directd to be condemned for said closing being described as follows:

Beginning for the same at a point formed by the intersection of the easternmost side of

Light Street, formerly Marshall Street, as now laid out 82.5 feet wide, and the southwesternmost side of Light Street, formerly Ferry Point Road, as condemned 50 feet wide, under Ordinance No. 1, approved February 24, 1851, and running thence binding on the westernmost side of said Light Street, formerly Ferry Point Road, the three following courses and distances, namely: Southeasterly 210 feet; thence southeasterly 355 feet; thence southwesterly 266 feet to intersect the shore line there situate; thence binding on the said shore line southeasterly 91 feet to intersect the line produced southerly of the fence now being on the northeasternmost side of said Light Street, as hereby proposed to be closed; thence reversing said line so produced and binding thereon and along said fence the five following courses and distances, namely: northeasterly 250 feet; thence northerly 155 feet; thence northwesterly 220 feet; thence northwesterly 166 feet; and thence northwesterly 250 feet to intersect the easternmost side of said Light Street, formerly Marshall Street; thence binding on the easternmost side of said Light Street, formerly Marshall Street, southerly 133 feet to the place of beginning.

The said Street as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the nineteenth day of December in the year 1927, and is now on file in the said Office.

Section 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and closing of said Light Street, for-

merly Ferry Point Road, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof; and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved April 23, 1928.

WM. F. BROENING, *Mayor.*

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No. 367.

An ordinance to waive the provisions of Ordinance No. 243 of the year 1924, which prohibits the sale of gasoline within 300 feet of an orphanage, in so far as said ordinance applies to the premises of Isaac Needle, 902-906 McCulloh street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the provisions of Ordinance No. 243 of the year 1924, which prohibits the sale of gasoline within 300 feet of an orphanage, be and they are hereby waived in so far as said provisions apply to the premises of Isaac Needle, 902-906 McCulloh Street; provided, however, that the tanks and pumps which may be installed on said premises shall be in accordance with the agreement made Nov.

8, 1927, between Isaac Needle and wife and the Institute of Mission Helpers of Baltimore City and recorded among the Land Records of Baltimore City in S. C. L. Liber 4814, folio 415.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved April 23, 1928.

WM. F. BROENING, *Mayor.*

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No. 368.

An ordinance granting permission to Charles Dickman to erect 2 additional individual garages in the rear of his premises 1001 N. Broadway.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Charles Dickman to erect 2 additional individual garages, each 10 ft. wide and 20 ft. long, in the rear of his premises 1001 N. Broadway; the said garages to be of concrete block construction and, together with the present structures on said premises, to occupy approximately the entire lot, and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

STATE OF MARYLAND,
CITY OF BALTIMORE, *ss.*:

By reason of the Mayor's failure to act thereon within the time limit as prescribed in Section 23 of the Baltimore City Charter, this ordinance became an ordinance of the Mayor and City Council of Baltimore on April 24th, 1928.

WALTER E. BUCHELT,
*Asst. Secretary.*

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No. 369.

An ordinance granting permission to the General Outdoor Advertising Company to erect a sign at an irregular height running up to an elevation of thirty feet on the property located at the southeast corner of Calvert and Federal streets.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to the General Outdoor Advertising Company to erect a sign two hundred feet long and an irregular height running up to an elevation of thirty feet, on the property located at the southeast corner of Calvert and Federal streets; the said sign to be solid face galvanized steel and wood frame, but in all other respects to be constructed in accordance with the Building Laws of Baltimore City under the supervision of the Bureau of Buildings.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved April 27, 1928.

WM. F. BROENING, *Mayor.*

## No. 370.

An Ordinance granting permission to The Fulton Grand Laundry Company to construct a bridgeway over and a pipe tunnel under the ten foot alley which runs east and west and separates its property at the southeast corner of Oliver and Regester Streets from its property at the northeast corner of Regester Street and Llewelyn Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission is hereby granted to The Fulton Grand Laundry Company, its successors and assigns (hereinafter referred to as grantee), to construct and maintain, at its own cost and expense, for a period not exceeding twenty-five years, a bridgeway over and a pipe tunnel under the ten foot alley which runs east and west and separates its property located at the southeast corner of Oliver and Regester Streets from its property located at the northeast corner of Regester Street and Llewelyn Avenue.

SECTION 2. *And be it further ordained,* That the said bridgeway shall be a fireproof one-story structure, the lowest part of which shall be approximately nineteen feet above the surface of said alley, and that said structure shall be approximately ten feet long, six feet wide, and ten feet high, inside dimensions; and that said bridgeway shall be constructed under the supervision and to the satisfaction of the Bureau of Buildings of Baltimore City, and shall be at all times hereafter under the regulation and control of the said Bureau of Buildings.

SECTION 3. *And be it further ordained,* that the said pipe tunnel under the bed of said alley shall be approximately six feet wide and four

feet high, inside dimensions, and shall be constructed under the supervision and to the satisfaction of the Bureau of Highways of Baltimore City, and shall be at all times hereafter under the regulation and control of the said Bureau of Highways.

SECTION 4. *And be it further ordained,* that the Mayor and City Council of Baltimore hereby expressly reserves the right and power, at all times, to exercise in the interest of the public full municipal superintendence, regulation and control in respect to all matters connected with these grants and not inconsistent with the terms thereof.

SECTION 5. *And be it further ordained,* that both said bridgeway and said tunnel shall be completed within six months from the passage of this ordinance.

SECTION 6. *And be it further ordained,* that the said grantee, its successors and assigns, shall maintain the said bridgeway and tunnel in good condition throughout the full term of these grants.

SECTION 7. *And be it further ordained,* that the said grantee, its successors and assigns, shall pay to the City of Baltimore, as compensation for the bridgeway privilege hereby granted, the sum of Twenty-four Dollars ($24.00) per annum, payable in advance, during the continuance of said bridgeway franchise; and shall also pay to the City of Baltimore, as compensation for the tunnel privilege hereby granted, the sum of Twenty-four Dollars ($24.00) per annum, payable in advance, during the continuance of said tunnel franchise.

SECTION 8. *And be it further ordained,* that non-compliance, at any time or times, with any of the terms or conditions of the grants herein made, shall, at the option of the Mayor and City Council of Baltimore, operate as a forfeiture of the same, which shall thereupon be and become void, and that nothing short of an ordinance of the Mayor and City Council of Baltimore shall operate as a waiver of any forfeiture of the grants hereby made.

SECTION 9. *And be it further ordained,* that the Mayor of Baltimore shall have the right, at any time or times, whenever in his judgment the public interests demand it, to revoke any or all of the rights and privileges hereby granted, and upon the receipt of a notice in writing to that effect from the Mayor of Baltimore by the grantee hereunder, its successors or assigns, all such revoked rights shall cease and determine; and the said grantee, its successors and assigns, in the event of any revocation or forfeiture of any of the rights and privileges by this ordinance granted shall promptly remove the said bridgeway, tunnel, either or both of them, as the case may be, at its or their expense.

SECTION 10. *And be it further ordained,* that the said grantee, its successors and assigns, shall be liable for and shall indemnify and save harmless the Mayor and City Council of Baltimore against any and all suits, losses, costs, claims, damages or expense to which said Mayor and City Council may, from time to time, be subjected, on account of, by reason of, or in anywise resulting from the presence, construction, use, maintenance, alteration, repair, loca-

tion, relocation and removal of said bridgeway and tunnel.

SECTION 11. *And be it further ordained,* that that this ordinance shall take effect from the date of its passage.

Approved April 28, 1928.

WM. F. BROENING, *Mayor.*

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No. 371.

An ordinance granting permission to The Alvirn Apartments Corporation, Inc., to erect upon its premises 3706 N. Charles street, a three-story building for use as an apartment house which shall house not more than 45 families, with garage in the basement for the accommodation of the tenants of said apartment.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to The Alvirn Apartments Corporation, Inc., to build and erect upon its premises 3706 N. Charles street, a three-story building for use as an apartment house, with garage in the basement for the accommodation of the tenants of said apartment house. The said building may be constructed to house more than 4 families but not more than 45 families, to occupy over 25% but not more than 50% of the area of the lot and to be not over 50 ft. in height. The said building shall be set back not less than 75 ft. from the lot or building line on Charles street and shall have a side yard at least 10 ft. in width on each side. The said building shall be of brick construction and shall be erected under the supervision of

a line drawn parallel with and distant 90 feet southwesterly measured at right angles from the fifteenth line of this description; thence reversing said line so drawn and binding thereon and along lines drawn parallel with and distant 90 feet southwesterly measured at right angles from the fourteenth, thirteenth, twelfth, eleventh, tenth, ninth, eighth, seventh and sixth lines, respectively, of this description, the ten following courses and distances, namely: South 42°-02′-40″ East 1589.71 feet, South 43°-34′-05″ East 3776.90 feet, by a line curving to the left with a 1650.52 foot radius the distance of 351.45 feet, which arc is subtended by a chord bearing South 49°-40′-10″ East 350.78 feet, South 55°-46′-05″ East 1728.09 feet, South 58°-04′-00″ East 1154.16 feet, by a line curving to the right with a 922.37 foot radius the distance of 388.01 feet, which arc is subtended by a chord bearing South 46°-00′-55″ East 385.16 feet, South 33°-57′-50″ East 779.15 feet, by a line curving to the left with a 528.63 foot radius the distance of 158.80 feet, which arc is subtended by a chord bearing South 42°-34′-10″ East 158.20 feet, South 51°-10′-30″ East 830.52 feet, and by a line curving to the left with a 3648.15 foot radius the distance of 21.86 feet, which arc is subtended by a chord bearing South 51°-20′-48″ East 21.86 feet to intersect the northwest side of Rogers Avenue, as condemned and opened 80 feet wide under Ordinance No. 97, approved February 7, 1924; thence binding on the northwest side of said Rogers Avenue North 54°-47′-00″ East 2.61 feet to intersect a line drawn parallel with and distant 85 feet southwesterly measured at right angles from the fourth line of this description; thence reversing said line so drawn and binding thereon and along a line

the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City, except as herein provided.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved April 28, 1928.

WM. F. BROENING, *Mayor.*

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No. 372.

An ordinance granting permission to owners and/or occupants of stalls in Hollins Market, whose stalls are located at the northernmost curb of Hollins street, between Arlington and Carrollton avenues, to use a portion, not exceeding two feet in depth, of the sidewalk adjacent to their stalls on market days.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the owners and/or occupants of stalls in Hollins Market, whose stalls are located at the northernmost curb of Hollins Street, between Arlington and Carrollton avenues, be and they are hereby authorized and permitted to use a portion of the sidewalks on Hollins street adjacent to their stalls, said portion not to exceed two feet in depth, for parking purposes on market days, provided that there be no objection on the part of the owner or occupant of the premises whose sidewalk is so to be used. Any person violating the provisions of this ordinance shall be subject to a fine of not less than one dollar nor more than ten dollars for each violation.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved May 1, 1928.

WM. F. BROENING, *Mayor.*

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No. 373.

An Ordinance to condemn open, widen and grade Park Heights Avenue, varying in width from 85 feet to 90 feet, from Avondale Avenue northwesterly to the boundary line of Baltimore City established in 1918, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the fifteenth day of February 1928, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn, open, widen and grade Park Heights Avenue, varying in width from 85 feet to 90 feet from Avondale Avenue northwesterly to the boundary line of Baltimore City established in 1918, the land hereby directed to be condemned for said opening being described as follows:

Beginning for the same at a point formed by the intersection of the northeast side of Park Heights Avenue, as condemned and opened 85 feet wide, under Ordinance No. 90, approved February 4, 1924, and the northwest side of Avondale Avenue, as now laid out 45 feet wide; the co-ordinates of said point of beginning, based upon the system established by the City of Balimore Topographical Survey Commission, being West 18435.68

feet and North 19333.59 feet; and running thence North 70°-24′-14″ West 70.14 feet; thence by a line curving to the right with a 516.17 foot radius the disance of 153.41 feet, which arc is subtended by a chord bearing North 61°-53′-22″ West 152.85 feet; thence North 53°-22′-30″ West 529.42 feet; thence by a line curving to the right with a 3560.65 foot radius the distance of 76.30 feet, which arc is subtended by a chord bearing North 52°-45′-40″ West 76.30 feet; thence North 54°-47′-00″ East 2.62 feet; thence northwesterly by a line curving to the right with a 3558.15 foot radius the distance of 61.13 feet, which arc is subtended by a chord bearing North 51°-40′-04″ West 61.13 feet; thence North 51°-10′-30″ West 830.52 feet; thence by a line curving to the right with a 438.63 foot radius the distance of 131.76 feet, which arc is subtended by a chord bearing North 42°-34′-10″ West 131.26 feet; thence North 33°-57′-50″ West 779.15 feet; thence by a line curving to the left with a 1012.37 foot radius the distance of 425.87 feet, which arc is subtended by a chord bearing North 46°-00′-55″ West 422.75 feet; thence North 58°-04′-00″ 1152.47 feet; thence North 55°-46′-05″ West 1726.16 feet; thence by a line curving to the right with a 1560.52 foot radius the distance of 332.28 feet, which arc is subtended by a chord bearing North 49°-40′-10″ West 331.65 feet; thence North 43°-34′-05″ West 3775.71 feet; thence North 42°-02′-40″ West 1625.06 feet to intersect the northern boundary of Baltimore City established in 1918; thence binding on said northern boundary due West 42.36 feet to intersect the western boundary of Baltimore City established in 1918; thence binding on said western boundary due South 87.42 feet to intersect

a line drawn parallel with and distant 90 feet southwesterly measured at right angles from the fifteenth line of this description; thence reversing said line so drawn and binding thereon and along lines drawn parallel with and distant 90 feet southwesterly measured at right angles from the fourteenth, thirteenth, twelfth, eleventh, tenth, ninth, eighth, seventh and sixth lines, respectively, of this description, the ten following courses and distances, namely: South 42°-02′-40″ East 1589.71 feet, South 43°-34′-05″ East 3776.90 feet, by a line curving to the left with a 1650.52 foot radius the distance of 351.45 feet, which arc is subtended by a chord bearing South 49°-40′-10″ East 350.78 feet, South 55°-46′-05″ East 1728.09 feet, South 58°-04′-00″ East 1154.16 feet, by a line curving to the right with a 922.37 foot radius the distance of 388.01 feet, which arc is subtended by a chord bearing South 46°-00′-55″ East 385.16 feet, South 33°-57′-50″ East 779.15 feet, by a line curving to the left with a 528.63 foot radius the distance of 158.80 feet, which arc is subtended by a chord bearing South 42°-34′-10″ East 158.20 feet, South 51°-10′-30″ East 830.52 feet, and by a line curving to the left with a 3648.15 foot radius the distance of 21.86 feet, which arc is subtended by a chord bearing South 51°-20′-48″ East 21.86 feet to intersect the northwest side of Rogers Avenue, as condemned and opened 80 feet wide under Ordinance No. 97, approved February 7, 1924; thence binding on the northwest side of said Rogers Avenue North 54°-47′-00″ East 2.61 feet to intersect a line drawn parallel with and distant 85 feet southwesterly measured at right angles from the fourth line of this description; thence reversing said line so drawn and binding thereon and along a line

drawn parallel with and distance 85 feet southwesterly measured at right angles from the third, second and first lines, respectively, of this description, the four following courses and distances, namely: by a line curving to the left with a 3645.65 foot radius the distance of 117.41 feet, which arc is subtended by a chord bearing South 52°-27′-09″ East 117.39 feet, South 53°-22′-30″ East 529.42 feet, by a line curving to the left with a 601.17 foot radius the distance of 178.67 feet, which arc is subtended by a chord bearing South 61°-53′-22″ East 178.02 feet; and South 70°-24′-14″ East 70.14 feet to intersect the northernmost end of said Park Heights Avenue, as condemned and opened 85 feet wide; and thence binding on the northernmost end of said Park Heights Avenue North 19°-35′-46″ East 85 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission. The said Avenue as directed to be condemned being delineated and particularly shown on a plat which was filed in the office of the Commissioners for Opening Streets on the fifteenth day of February in the year 1928, and is now on file in the said Office.

Section 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and opening of said Park Heights Avenue, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123, of the Acts of the General Assembly of Maryland of

the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved May 1, 1928.

WM. F. BROENING, *Mayor.*

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No. 374.

An ordinance granting permission to Nelson Groves to erect an individual metal garage in the rear of his premises 851 W. Thirty-fourth street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Nelson Groves to erect an individual metal garage 10 ft. wide and 16 ft. long in the rear of his premises 851 W. Thirty-fourth Street; the said garage to be within 2 ft. of a brick building and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Buildings Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved May 4, 1928.

WM. F. BROENING, *Mayor.*

## No. 375.

An ordinance granting permission to the Baltimore Trust Company to erect a solid face sign, not more than four feet high and thirty feet long, above the roof at a height of sixteen feet six inches above the pavement, at 3405-3407 Clifton Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to the Baltimore Trust Company to erect a solid face sign not more than four feet high and thirty feet long, above the roof at a height of sixteen feet six inches above the pavement, on the property known as 3405-3407 Clifton Avenue; the said sign in all other respects to be constructed in accordance with the Building Laws of Baltimore City under the supervision of the Bureau of Buildings.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved May 8, 1928.

WM. F. BROENING, *Mayor.*

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## No. 376.

An ordinance to waive the provisions of Ordinance No. 243 of 1924, which prohibits the erection of a garage within 300 feet of a church, in so far as said ordinance applies to the premises of Daniel Easton, 911-915 Middle Court.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the provisions of Ordinance No. 243 of 1924, which prohibits the erection of a garage within 300 feet of a

church, be and they are hereby waived in so far as said provisions apply to the erection of a garage, for private use only, on the premises of Daniel Easton, 911-915 Middle Court.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved May 9, 1928.

WM. F. BROENING, *Mayor.*

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No. 377.

An ordinance granting permission to Samuel Carnaglia and Frank Farace to erect a two-story brick addition in the rear of their premises 2028 W. Pratt street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Samuel Carnaglia and Frank Farace to erect a two-story brick addition 11 ft. wide and 18 ft. long in the rear of their premises 2028 W. Pratt street; the said addition to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said city.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved May 9, 1928.

WM. F. BROENING, *Mayor.*

## No. 378.

An ordinance granting permission to Geo. Worthman to erect an individual metal garage in the rear of his premises 2011 Ellsworth street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Geo. Worthman to erect an individual metal garage 9 ft. wide and 15 ft. long in the rear of his premises 2011 Ellsworth street; the said garage to be within 2 ft. 6 in. of a fireproof kitchenette and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved May 10, 1928.

WM. F. BROENING, *Mayor.*

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## No. 379.

An ordinance granting permission to Jos. H. Dawling to erect an individual metal garage in the rear of his premises 3331 Ravenwood avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Jos. H. Dawling to erect an individual metal garage 10 ft. wide and 15 ft. long in the rear of his premises 3331 Ravenwood Avenue; the said garage to be within 3 ft. of a stucco kitchen and to be erected

under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* that this ordinance shall take effect from the date of its passage.

Approved May 10, 1928.

WM. F. BROENING, *Mayor.*

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No. 380.

An ordinance granting permission to W. F. Thumma to erect an individual metal garage in the rear of his premises 2526 W. Fayette street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to W. F. Thumma to erect an individual metal garage 10 ft. wide and 16 ft. long in the rear of his premises 2526 W. Fayette street; the said garage to be within 3 ft. of an open frame porch and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved May 10, 1928.

WM. F. BROENING, *Mayor.*

## No. 381.

An ordinance granting permission to H. Hensler to erect an individual metal garage in the rear of his premises 2533 Edmondson avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to H. Hensler to erect an individual metal garage 10 ft. wide and 16 ft. long in the rear of his premises 2533 Edmondson avenue; the said garage to be within 4 ft. of an open frame porch and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved May 10, 1928.

WM. F. BROENING, *Mayor.*

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## No. 382.

An ordinance granting permission to John D. Price to erect an individual metal garage in the rear of his premises 418 N. Clinton street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to John D. Price to erect an individual metal garage 10 ft. wide and 16 ft. long in the rear of his premises 418 N. Clinton street; the said garage to be within 6 ft. of the rear of the brick dwelling on the

same premises and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved May 10, 1928.

WM. F. BROENING, *Mayor.*

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No. 383.

An ordinance authorizing the Board of Estimates to sell at public sale, in accordance with section 13 of the City Charter, the fee simple title to 11.4 acres of ground on Jacksonville-Ashland Road in Baltimore county. Subject to certain restrictions. Said lot of ground being no longer needed for Public use.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Board of Estimates be, and it is hereby authorized to sell, at public sale, in accordance with Section 13 of the Charter, the following described property:

Beginning for the same at a stone marked W. G. J. No. 2 heretofore planted at the end of the first line of Vaux Hall; and running thence North 16 degrees 41 minutes west and binding on part of the second line of Vaux Hall 121 feet to a post now planted; thence North 78 degrees 7 minutes East and binding on a fence 654.2 feet to a post; thence South 11 degrees 47 minutes East 105.7 feet to a post; thence South 38 degrees 56 minutes East 291.90 feet to a hedge now planted; thence South 7 degrees 8

minutes East and binding on a hedge as now planted 340.47 feet to the north side of County Road leading from Jacksonville to Ashland; thence South 84 degrees 23 minutes West and binding on the North side of said County Road as now existing 671.42 feet to a bend in said County Road; thence by a curve to the west and in a northerly direction 66.96 feet, which curve has a chord extending North 74 degrees 4 minutes 30 seconds West a distance of 62.39 feet, the radius of said curve being 51.76 feet; thence North 21 degrees 30 minutes West and binding on the East side of said County Road 184.96 feet to a tree now planted on the North side of said County Road; thence North 10 degrees 55 minutes West and binding on a fence now existing 299.66 feet to the place of beginning.

The said lot of ground being no longer needed for public use.

Subject to the removal and relocation of the existing disposal system located on the northeast side of the dwelling, which new location and the construction of said new disposal plant shall be subject to the approval of the Bureau of Water Supply and the State Department of Health. The use of the said property shall be so restricted by the Bureau of Water Supply so as to avoid pollution of the Loch Raven Reservoir.

Section 2. *And be it further ordained,* That no deed or deeds shall pass in accordance with the above section, unless the same shall be approved by the City Solicitor.

Approved May 12, 1928.

WM. F. BROENING, *Mayor.*

## No. 384.

An ordinance to waive the provisions of Ordinance No. 243 of the year 1924, which prohibits the sale of gasoline within 300 feet of a church, in so far as said ordinance applies to the premises of Jos. Sweren at the northwest corner of Baker street and Pennsylvania avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the provisions of Ordinance No. 243 of the year 1924, which prohibits the sale of gasoline within 300 feet of a church, be and they are hereby waived in so far as said provisions apply to the premises of Jos. Sweren, at the northwest corner of Baker street and Pennsylvania avenue.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved May 12, 1928.

WM. F. BROENING, *Mayor.*

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## No. 385.

An ordinance to change the name of Fortieth street, running northwesterly from Canterbury road, to Tuscany road.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the name of Fortieth street, running northwesterly from Canterbury road, be and the same is hereby changed to Tuscany road.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved May 12, 1928.

WM. F. BROENING, *Mayor.*

## No. 386.

An ordinance granting permission to Henry Baldwin to erect an individual metal garage in the rear of his premises 523 S. Kenwood avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Henry Baldwin to erect an individual metal garage in the rear of his premises 523 S. Kenwood avenue; the said garage to be within 6 ft. of an adjoining brick building and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of Baltimore City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved May 12, 1928.

WM. F. BROENING, *Mayor.*

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## No. 387.

An ordinance granting permission to Ernest Meinfelder to erect an individual metal garage in the rear of his premises 2006 Jefferson street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Ernest Meinfelder to erect an individual metal garage 10 ft. wide and 16 ft. long in the rear of his premises 2006 Jefferson street; the said garage to be within 3½ ft. of a frame kitchenette and to be

erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved May 12, 1928.

WM. F. BROENING, *Mayor.*

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No. 388.

An ordinance to change the name of Ipswich street (formerly Ninth Street), running north and south and being east of the 1888 eastern boundary line, to Iris avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the name of Ipswich street (formerly Ninth street), running north and south and being east of the 1888 eastern boundary line, be and the same is hereby changed to Iris avenue.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved May 12, 1928.

WM. F. BROENING, *Mayor.*

## No. 389.

An ordinance granting permission to Robley D. Riggin to erect an individual metal garage in the rear of his premises 222 Wyman avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Robley D. Riggin to erect an individual metal garage in the rear of his premises 222 Wyman avenue; the said garage to be within 3 ft. of the adjoining house and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved May 12, 1928.

WM. F. BROENING, *Mayor.*

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## No. 390.

An ordinance granting permission to Fredk. H. Barthelmes to erect an individual metal garage in the rear of his premises 608 McKewin avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Fredk. H. Barthelmes to erect an individual metal garage 9 ft. wide and 16 ft. long in the rear of his premises 608 McKewin avenue; the said garage to be within 3 ft. 9 in. of a frame kitchenette and

to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved May 12, 1928.

WM. F. BROENING, *Mayor.*

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No. 391.

An ordinance granting permission to Lewis Monacco to erect an individual metal garage in the rear of his premises 1737 Montpelier street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Lewis Monacco to erect an individual metal garage 10 ft. wide and 16 ft. long in the rear of his premises 1737 Montpelier street; the said garage to be within 2 ft. of a frame overhang and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved May 15, 1928.

WM. F. BROENING, *Mayor.*

## No. 392.

An ordinance granting permission to Wm. R. Steele to install an additional 550-gallon gasoline tank and pump on his premises 617 W. North avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Wm. R. Steele to install an additional 550-gallon gasoline tank and pump on his premises 617 W. North Avenue; the said tank to be installed inside the building and the pump, as well as the existing pump, to be in an alcove to be erected in place of the present small doorway and to be within 2 ft. of the driveway; and all to be installed in accordance with the provisions of Ordinances Nos. 534, approved Dec. 24, 1925; 644, approved May 3, 1926, and 313, approved Mar. 19, 1928.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved May 15, 1928.

WM. F. BROENING, *Mayor.*

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## No. 393.

An ordinance granting permission to The Garden Homes, Inc., to erect 3 double frame garages and 1 single frame garage on its premises known as Lot 42, Block 37, St. Dunstan's road, near Bellona avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to The Garden Homes, Inc., to erect 3 double frame garages

and 1 single frame garage on its premises known as Lot 42, Block 37, St. Dunstan's road, near Bellona avenue; the said garages to be on the party line, to have a fireproof wall between each double garage and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved May 17, 1928.

WM. F. BROENING, *Mayor.*

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No. 394.

An ordinance granting permission to The Pennsylvania Railroad Company to install one gasoline storage tank of ten thousand (10,000) gallons capacity, for private use only, on its premises at south side of Eager Street between Buren Street and Warden Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to The Pennsylvania Railroad Company to install one ten thousand (10,000) gallon gasoline storage tank, underground, on its property fronting on the south side of Eager Street between Buren and Warden Streets; the said tank to be for private use only and to be installed under the supervision of the Bureau of Buildings of Baltimore City in accordance with the provisions of Ordinances Nos. 534, approved December 24, 1925, and 644, approved May 3, 1926.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved May 18, 1928.

WM. F. BROENING, *Mayor.*

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No. 395.

An ordinance granting permission to the Baltimore Trust Company, its successors and assigns, to erect and construct on the west side of Light Street, from Baltimore Street to Redwood Street inclusive, in the City of Baltimore, a fire-proof office, store and bank building, to a height exceeding 175 feet, but which shall not exceed 500 feet in height, and relieving the said The Baltimore Trust Company from compliance with certain requirements of the Building Code of Baltimore City.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby given and granted to the Baltimore Trust Company, a corporation, its successors and assigns, to erect and construct on the west side of Light Street, from Baltimore Street, to Redwood Street inclusive, in the City of Baltimore, to a height exceeding 175 feet and not exceeding 500 feet, measured from the curb on Light Street midway between Baltimore and Redwood Streets, a fire-proof office, store and bank building; and said Trust Company, its successors and assigns, shall be relieved from glazing with wired glass the sashes on all windows which may be placed on the north, east and south sides of said building, and further shall be relieved from glazing with wire glass the sashes on all other windows which may be placed fifteen feet or more from the property line of the adjoining property or

from the alley to the west of said building; and said building shall be erected under the supervision of the Building Engineer of the City of Baltimore in accordance with the Building Laws of said city, except as herein provided.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved May 18, 1928.

WM. F. BROENING, *Mayor.*

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No. 396.

An ordinance to repeal Ordinance No. 535, approved May 19, 1919, entitled "An ordinance to condemn and open a street, varying in width from 18 feet to 33.14 feet, from Guilford Avenue to the Fallsway, in accordance with a plat thereof filed in the office of the Commissioners for Opening Streets, on the sixteenth day of January, 1919, and now on file in said office."

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That Ordinance No. 535, approved May 19, 1919, entitled "An ordinance to condemned and open a street, varying in width from 18 feet to 33.14 feet, from Guilford Avenue to the Fallsway, in accordance with a plat thereof filed in the office of the Commissioners for Opening Streets, on the sixteenth day of January, 1919, and now on file in said office," be and it is hereby repealed.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved May 21, 1928.

WM. F. BROENING, *Mayor.*

## No. 397.

An ordinance to condemn and close a portion of Mannasota Avenue, as condemned and opened under Ordinance No. 964, approved February 3, 1927, from the southwest side of Park Drive to a point southwesterly 455 feet more or less in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the ninth day of January, 1928, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn and close a portion of Mannasota Avenue, as condemned and opened under Ordinance No. 964, approved February 3, 1927, from the southwest side of Park Drive to a point southwesterly 455 feet more or less, the land hereby directed to be condemned for said closing being described as follows:

Beginning for the same at the point formed by the intersection of the southeast side of Mannasota Avenue, as condemned and opened under Ordinance No. 964, approved February 3, 1927, and the southwest side of Park Drive, as shown on the preliminary plat for the condemnation and opening of said Mannasota Avenue, on file in the Office of the Commissioners for Opening Streets; the co-ordinates of said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being East 14624.03 feet and North 9543.55 feet; and running thence binding on the southeast side of said Mannasota Avenue South 61°-11′-48″ West 455.39 feet to intersect the southeast side of Mannasota Avenue, as laid out, 50 feet wide, by the Frank Novak Realty Company; thence binding on the southeast side of said Mannasota Avenue, as laid out by the Frank Novak Realty Company, North 57°-09′-

34″ East 448.66 feet to intersect the southwest side of said Park Drive; and thence southeasterly binding on the southwest side of said Park Drive by a line curving to the right with a 1185.80 foot radius the distance of 32.54 feet, which arc is subtended by a chord bearing South 42°-43′-41″ East 32.54 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said Avenue as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the ninth day of January in the year 1928, and is now on file in the said office.

Section 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and closing of said portion of Mannasota Avenue, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved May 21, 1928.

WM. F. BROENING, *Mayor.*

## No. 398.

An ordinance to condemn, open and grade Montpelier Street, 50 feet wide, from the northwesternmost side of Adams Street to the southeasternmost side of Montebello Avenue, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the ninth day of January, 1928, and now on file in said office

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn, open and grade Montpelier Street with a width of 50 feet from the northwesternmost side of Adams Street to the southeasternmost side of Montebello Avenue, the land hereby directed to be condemned for said opening being described as follows:

Beginning for the same at a point on the northwesternmost side of Adams Street, as now laid out distant 192 feet southwesterly from the intersection formed by the northwesternmost side of said Adams Street and the southwesternmost side of Homestead Street, 66 feet wide, as condemned, opened and widened under Ordinance No. 896, approved May 18, 1923; thence running from the said point of beginning, parallel with said Homestead Street North 51°-05′-28″ West 496.58 feet to the southeasternmost side of Montebello Avenue, 66 feet wide, as condemned, opened and widened under Ordinance No. 904, approved May 18, 1923; thence binding on the southeasternmost side of said Montebello Avenue South 37°-43′-05″ West 50.01 feet to intersect a line drawn parallel with and distant 50 feet southwesterly measured at right angles from the first line of this description; thence reversing said line so drawn and binding thereon South 51°-05′-28″ East 496.08

feet to the northwesternmost side of said Adams Street; thence binding on the northwesternmost side of said Adams Street North 38°-17′-12″ East 50 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said Street as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the ninth day of January in the year 1928, and is now on file in the said office.

SECTION 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and opening of said Montpelier Street, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved May 21, 1928.

WM. F. BROENING, *Mayor.*

## No. 399.

An ordinance to condemn, open, widen and grade Hamilton Avenue, 80 feet wide, from the southeast side of Hillen Road to the northwest side of Laurel Avenue in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the twenty-fifth day of January, 1928, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn open widen and grade Hamilton Avenue with a width of 80 feet from the southeast side of Hillen Road to the northwest side of Laurel Avenue, the land hereby directed to be condemned for said opening being described as follows:

Beginning for the same at a point on the southeast side of Hillen Road, as laid out 40 feet wide, at the distance of 26.61 feet from the point formed by the intersection of the southeast side of said Hillen Road, and the southwest side of Hamilton Avenue, as laid out 30 feet wide; the co-ordinates of the said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being East 9487.03 feet and North 21886.75 feet; and running thence binding on the southeast side of said Hillen Road the two following courses and distances, namely: North 09°-44′-00″ East 42.58 feet and North 08°-51′-31″ East 42.82 feet; thence South 60°-13′-00″ East 2089.75 feet to intersect the northwest side of Laurel Avenue, as now in process of condemnation 80 feet wide, under Ordinance No. 1135, approved May 14, 1927; thence binding on the northwest side of said Laurel Avenue South 71°-57′-15″ West 33.71 feet to intersect the

northeast side of said Hamilton Avenue; thence binding on the northeast side of said Hamilton Avenue South 60°-13′-00″ East 69.24 feet to intersect the westernmost end of Echodale Avenue, as now in process of condemnation 80 feet wide under Ordinance No. 816, approved July 26, 1926; and running thence binding on the westernmost end of said Echodale Avenue South 71°-27′-30″ West 20.09 feet to intersect a line drawn parallel with and distant 15 feet southwesterly measured at right angles from the fifth line of this description; thence reversing said line so drawn and binding thereon North 60°-13′-00″ West 69.47 feet to the northwest side of Woodbourne Avenue, as now laid out 80 feet wide; thence binding on the northwest side of said Woodbourne Avenue South 71°-57′-15″ West 53.98 feet to intersect a line drawn parallel with and distant 80 feet southwesterly measured at right angles from the third line of this description; and thence reversing said line so drawn and binding thereon North 60°-13′-00″ West 1987.39 feet to the place of beginning.

The courses in the above description are referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said Avenue as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the twenty-fifth day of January in the year 1928, and is now on file in the said Office.

Section 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and opening of said Hamilton Avenue,

and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved May 21, 1928.

WM. F. BROENING, *Mayor.*

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No. 400.

An ordinance to condemn and open Elgin Lane, varying in width from 24.92 feet to 25.72 feet, from the southwest side of Pennsylvania Avenue to the southeast side of Elgin Avenue, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the twenty-third day of January, 1928, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn and open Elgin Lane, varying in width from 24.92 feet to 25.72 feet, from the southwest side of Pennsylvania Avenue to the southeast side of Elgin Avenue, the land hereby directed to be condemned for said opening being described as follows:

Beginning for the same at the point formed by the intersection of the southwest side of Pennsylvania Avenue, as condemned and opened 95 feet wide and the north side of Elgin Lane, as now laid out; the co-ordinates of said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being West 9181.24 feet and North 6193.67 feet; and running thence binding on the north side of said Elgin Lane South 74°-23′-20″ West 84.80 feet to intersect the southeast side of Elgin Avenue, as condemned and opened 66 feet wide; thence binding on the southeast side of said Elgin Avenue South 47°-25′-14″ West 55.67 feet to intersect the northeast side of a 20 foot alley there laid out; thence binding on the northeast side of said 20 foot alley South 42°-56′-46″ East 1.30 feet to intersect the south side of said Elgin Lane; thence binding on the south side of said Elgin Lane North 73°-45′-18″ East 146.63 feet to intersect the southwest side of said Pennsylvania Avenue; and thence binding on the southwest side of said Pennsylvania Avenue North 42°-56′-46″ West 27.90 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission, the said Lane as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the twenty-third day of January in the year 1928, and is now on file in the said Office.

Section 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets, with reference to the condem-

nation and opening of said Elgin Lane, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved May 21, 1928.

WM. F. BROENING, *Mayor.*

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## No. 401.

An ordinance to condemn, open and grade Manhattan Avenue, 40 feet wide, from the southwest side of Park Heights Avenue to the northeast side of Arbutus Avenue in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the twenty-third day of January, 1928, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn, open and grade Manhattan Avenue with a width of 40 feet from the southwest side of Park Heights Avenue to the northeast side of Arbutus Avenue, the land hereby directed to be con-

demned for said opening being described as follows:

Beginning for the same at a point on the southwest side of Park Heights Avenue, as now laid out 74 feet wide at the distance of 673.03 feet northwesterly from the point formed by the intersection of the northwest side of Rogers Avenue, as condemned and opened 80 feet wide, and the southwest side of said Park Heights Avenue; the co-ordinates of said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being West 19725.58 feet and North 20171.72 feet; and running thence South 55°-28′-29″ West 1105.42 feet; thence South 55°-19′-37″ West 113.66 feet to intersect the northeast side of Arbutus Avenue as now laid out 40 feet wide; thence binding on the northeast side of said Arbutus Avenue North 35°-17′-29″ West 40 feet to intersect a line drawn parallel with and distant 40 feet northwesterly measured at right angles from the second line of this description; thence reversing said line so drawn and binding thereon and on a line drawn parallel with and distant 40 feet northwesterly measured at right angles from the first line of this description the two following courses and distances, namely: North 55°-19′-37″ East 114.15 feet and North 55°-28′-29″ East 1093.25 feet to intersect the southwest side of said Park Heights Avenue; and thence binding on the southwest side of said Park Heights Avenue South 51°-30′-56″ East 41.83 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission, the said Avenue as directed to be

condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the twenty-third day of January in the year 1928, and is now on file in the said Office.

SECTION 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and opening of said Avenue, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved May 21, 1928.

WM. F. BROENING, *Mayor.*

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No. 402.

An ordinance to condemn, open and grade Trainor Avenue, 40 feet wide, from the southwest side of Park Heights Avenue southwesterly 310 feet more or less in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the twenty-fifth day of January, 1928, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commis-

sioners for Opening Streets be, and they are hereby authorized and directed to condemn open and grade Trainor Avenue with a width of 40 feet from the southwest side of Park Heights Avenue southwesterly 310 feet more or less, the land hereby directed to be condemned for said opening being described as follows:

Beginning for the same at a point on the southwest side of Park Heights Avenue, as now laid out, said point of beginning being distant 625.87 feet southeasterly from the point formed by the intersection of the southeast side of Glen Avenue, as condemned and opened 80 feet wide, and the southwest side of said Park Heights Avenue; and running thence South 55°-44′-50″ West 310 feet more or less to intersect the rear property line of the properties fronting on said Park Heights Avenue; thence binding on said property line southeasterly 40 feet to intersect a line drawn parallel with and distant 40 feet southeasterly measured at right angles from the first line of this description; thence reversing said line so drawn and binding thereon North 55°-44′-50″ East 310 feet more or less to intersect the southwest side of said Park Heights Avenue; and thence binding on the southwest side of said Park Heights Avenue North 34°-15′-10″ West 40 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission, the said avenue as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the twenty-fifth day of January in the year 1928, and is now on file in the said Office.

SECTION 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and opening of said Trainor Avenue, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved May 21, 1928.

WM. F. BROENING, *Mayor.*

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No. 403.

An Ordinance to condemn, open, widen and grade Cold Spring Lane (Edwards Avenue), 60 feet wide, from the west side of York Road westerly 430.0 feet more or less to the easternmost outline of Keonewood, in accordance with a plat thereof filed in the office of the Commissioners for Opening Streets, on the thirtieth day of January, 1928, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn, open, widen and grade Cold Spring Lane (Ed-

wards Avenue), 60 feet wide, from the west side of York Road westerly 430.0 feet more or less to the easternmost outline of Keonewood, the land hereby directed to be condemned for said opening being described as follows:

Beginning for the same at a point on the west side of York Road, as now in process of condemnation, 80 feet wide, under Ordinance No. 783, approved December 19, 1922, at the distance of 10.8 feet southerly from the point formed by the intersection of the west side of said York Road and the north side of Edwards Avenue, as now laid out 60 feet wide, the coordinates of the said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being East 1674.27 feet and North 17737.89 feet; and running thence binding on the west side of said York Road South 01°-08′-32″ East 60 feet; thence South 89°-20′-00″ West 430.60 feet to intersect the easternmost outline of Keonewood; thence binding on the easternmost outline of said Keonewood North 01°-05′-00″ West 60 feet to intersect a line drawn parallel with and distant 60 feet northerly measured at right angles from the second line of this description; and thence reversing said line so drawn and binding thereon North 89°-20′-00″ East 430.53 ft. to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission, the said Lane as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the thirtieth day of January in the year 1928, and is now on file in the said Office.

SECTION 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and opening of said lane and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved May 21, 1928.

WM. F. BROENING, *Mayor.*

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No. 404.

An Ordinance to condemn, open, and grade Edgemere Avenue 50 feet wide, from a point 204 feet more or less southeast of Manchester Avenue southeasterly to the westernmost side of Woodland Avenue, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the twenty-first day of December, 1927, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn open, and grade Edgemere Avenue with a width of 50 feet from a point 204 feet more or less

southeast of Manchester Avenue southeasterly to the westernmost side of Woodland Avenue, the land hereby directed to be condemned for said opening being described as follows:

Beginning for the same at a point on the southwest side of Edgemere Avenue, as now laid out 50 feet wide, at the distance of 204.01 feet southeasterly from the point formed by the intersection of the southeast side of Manchester Avenue, as now laid out, and the southwest side of said Edgemere Avenue; the co-ordinates of said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being West 16648.48 feet and North 17274.33 feet; and running thence binding on the southwest side of said Edgemere Avenue and on the southwest side of said Edgemere Avenue produced South 53°-04′55″ East 399.83 feet to intersect the division line between the property now or formerly belonging to Antonie Bethke and the property now or formerly belonging to the Builders Association, Inc.; thence binding on said division line South 42°-21′-57″ West 8.15 feet to the division line between the property now or formerly belonging to George Fisher and the said property now or formerly belonging to said Antonie Bethke; thence binding on said division line South 72°-19′-06″ East 216.04 feet to the westernmost side of Woodland Avenue, as now laid out 50 feet wide; thence binding on the westernmost side of said Woodland Avenue North 17°-40′-54″ East 42 feet to a point in the division line between the property now or formerly belonging to Fannie E. Berman and the property now or formerly belonging to Jerome Nixon and wife; thence binding on said division line North 72°-19′-06″ West 159.98 feet to intersect a line

drawn parallel with and distant 50 feet northeasterly measured at right angles from the first line of this description; thence reversing said line so drawn and binding thereon North 53°-04′-55″ West 455.22 feet to a point at the end of Edgemere Avenue, as proposed to be deeded to the Mayor and City Council of Baltimore; thence binding along the end of said Edgemere Avenue, as proposed to be deeded to the Mayor and City Council of Baltimore, the three following courses and distances, namely: South 36°-55′-05″ West 25 feet; thence South 53°-04′-55″ East 17.09 feet and thence South 36°-55′-05″ West 25 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission, the said Avenue as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the twenty-first day of December in the year 1927, and is now on file in the said Office.

Section 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and opening of said Edgemere Avenue, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General As-

sembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved May 21, 1928.

WM. F. BROENING, *Mayor.*

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No. 405.

An Ordinance to condemn, open and grade Hilton Street 66 feet wide, from the northeast side of Barrington Road to the southwest side of the Western Maryland Railroad right of way, and from the southwest side of Reisterstown Road to the northeast side of the Western Maryland Railroad right of way, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets on the twenty-fifth day of January, 1928, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners for Opening Streets be, and they are hereby authorized, and directed to condemn, open and grade Hilton Street, 66 feet wide, from the northeast side of Barrington Road to the southwest side of the Western Maryland Railroad right of way, and from the southwest side of Reisterstown Road to the northeast side of the Western Maryland Railroad right of way, the land hereby directed to be condemned for said opening being described as follows:

Beginning for the first at a point formed by the intersection of the northeast side of Barrington Road, as now laid out 50 feet wide, and the northwest side of Hilton Street, as now laid out 66 feet wide; the co-ordinates of the said point of beginning, based upon the system estab-

lished by the City of Baltimore Topographical Survey Commission being West 15262.61 feet and North 11149.23 feet; and running thence binding on the northwest side of said Hilton Street North 21°-12′-30″ East 1282.46 feet; thence by a line curving to the right with a 1094.43 foot radius the distance of 732.09 feet, which arc is subtended by a chord bearing North 40°-22′-18″ East 718.53 feet; thence North 59°-32′-06″ East 92.04 feet to intersect the southwest side of the Western Maryland Railroad right of way; thence binding on the southwest side of the said Western Maryland Railroad right of way by a line curving to the right with a 1106.28 foot radius the distance of 66.75 feet, which arc is subtended by a chord bearing South 21°-56′-27″ East 66.74 feet to intersect a line drawn parallel with and distant 66 feet southeasterly measured at right angles from the third line of this description; thence reversing said line so drawn and binding thereon and along a line drawn parallel with and distant 66 feet southeasterly measured at right angles from the second and first lines, respectively, of this description, the three following courses and distances, namely: South 59°-32′-06″ West 32.11 feet, by a line curving to the left with a 1028.43 foot radius the distance of 687.95 feet, which arc is subtended by a chord bearing South 40°-22′-18″ West 675.21 feet and South 21°-12′-30″ West 1282.46 feet to intersect the northeast side of said Barrington Road; and thence binding on the northeast side of said Barrington Road North 68°-47′-30″ West 66 feet to the place of beginning.

Beginning for the second at a point on the southwest side of Reisterstown Road, as now laid out 80 feet wide, at the distance of 455.35

feet from the point formed by the intersection of the southwest side of said Reisterstown Road and the northwest side of Keyworth Avenue, as now laid out; the co-ordinates of the said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being West 13697.66 feet and North 13189.49 feet; and running thence South 59°-32′-06″ West 525.90 feet to intersect the northeast side of the Western Maryland Railroad right of way; thence binding on the northeast side of the said Western Maryland Railroad right of way by a line curving to the left with a 1179.28 foot radius the distance of 67.43 feet, which arc is subtended by a chord bearing North 28°-39′-14″ West 67.42 feet to intersect a line drawn parallel with and distant 66 feet northwesterly measured at right angles from the first line of this description; thence reversing said line so drawn and binding thereon North 59°-32′-06″ East 512.10 feet to intersect the southwest side of said Reisterstown Road; and thence binding on the southwest side of said Reisterstown Road South 30°-27′-54″ East 66 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said Street as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the twenty-fifth day of January in the year 1928, and is now on file in the said Office.

Section 2. *And be it further ordained,* That the proceedings of said Commissioners for

Opening Streets, with reference to the condemnation and opening of said Street, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved May 21, 1928.

WM. F. BROENING, *Mayor.*

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No. 406.

An ordinance to condemn, open and grade Reverdy Road, 50 feet wide, from the southeast side of Maynadier Lane to the northwest side of Patterson Avenue in accordance with a plat thereof, filed in the Office of the Commissioners for Opening Streets, on the 6th day of February, 1928, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn open and grade Reverdy Road with a width of 50 feet from the southeast side of Maynadier Lane to the northwest side of Patterson Avenue, the land hereby directed to be condemned for said opening being described as follows:

Beginning for the same at a point on the southeast side of Maynadier Lane, as now laid out 25 feet wide, at the distance of 305.96 feet northeasterly from the point formed by the intersection of the southeast side of said Maynadier Lane and the northeast side of Evesham Avenue, as now laid out; the co-ordinates of said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being East 2612.89 feet and North 24854.70 feet; and running thence South 52°-42′-50″ East 819.54 feet to intersect the northwest side of Patterson Avenue, as now laid out 40 feet wide; thence binding on the northwest side of said Patterson Avenue the two following courses and distances, namely: by a line curving to the left with a 125.75 foot radius the distance of 0.14 feet, which arc is subtended by a chord bearing North 42°-12′-14″ East 0.14 feet and North 42°-10′-20″ East 50.03 feet to intersect a line drawn parallel with and distant 50 feet northeasterly measured at right angles from the first line of this description; thence reversing said line so drawn and binding thereon North 52°-42′-50″ West 813.80 feet to intersect the southeast side of said Maynadier Lane; and thence binding on the southeast side of said Maynadier Lane South 48°-37′-10″ West 50.99 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said road as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the 6th day of

February in the year 1928, and is now on file in the said Office.

SECTION 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and opening of said Reverdy Road, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved May 21, 1928.

WM. F. BROENING, *Mayor.*

---

No. 407.

An ordinance to condemn, open and grade Woodring Avenue, 40 feet wide, from the southeast side of Harford Road southeasterly 1756 feet more or less in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the 6th day of February, 1928, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners for Opening Streets be, and they are

hereby authorized and directed to condemn, open and grade Woodring Avenue with a width of 40 feet from the southeast side of Harford Road, southeasterly 1756 feet more or less, the land hereby directed to be condemned for said opening being described as follows:

Beginning for the same at a point on the southeast side of Harford Road, as now in process of condemnation 80 feet wide under Ordinance No. 169, approved May 6, 1924, at the distance of 242.86 feet northeasterly from the point formed by the intersection of the northeast side of Northway Drive, as now laid out 32 feet wide, and the southeast side of said Harford Road; the co-ordinates of said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being East 18380.13 feet and North 24434.42 feet; and running thence South 64°-48′-40″ East 1756.47 feet to intersect the southeasternmost outline of the whole tract of land of which the herein described avenue is a part; thence binding on said outline North 22°-45′-30″ East 40.04 feet to intersect a line drawn parallel with and distant 40 feet northeasterly measured at right angles from the first line of this description; thence reversing said line so drawn and binding thereon North 64°-48′-40″ West 1748.57 feet to intersect the southeast side of said Harford Road; and thence binding on the southeast side of said Harford Road South 34°-00′-05″ West 40.48 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said avenue as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the 6th day of February in the year 1928, and is now on file in the said Office.

SECTION 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and opening of said Woodring Avenue and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved May 21, 1928.

WM. F. BROENING, *Mayor.*

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No. 408.

An ordinance to change the name of Edmondson Avenue, from a point on the Old Frederick road, 831 feet east of the 1918 western boundary line of Baltimore City, southwesterly to Edmondson Avenue, to Greenwich Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the name of

Edmondson Avenue, from a point on the Old Frederick Road, 831 feet east of the 1918 western boundary line of Baltimore City, southwesterly to Edmondson Avenue, be and the same is hereby changed to Greenwich Avenue.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved May 21, 1928.

WM. F. BROENING, *Mayor.*

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No. 409.

An ordinance to amend Sheet No. 1 of the Area District Map accompanying Ordinance No. 922, approved May 19, 1923, known as the Zoning Ordinance, by changing from the "E" Area District to the "D" Area District certain property on the northwest side of Belair road and lying between White avenue and Park avenue, as outlined in red on the plat accompanying this ordinance and which is made a part hereof.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That Sheet No. 1 of the Area District Map accompanying Ordinance No. 922, approved May 19, 1923, and known as the Zoning Ordinance, be and the same is hereby amended by changing from the "E" Area District to the "D" Area District certain property on the northwest side of Belair road and lying between White Avenue and Park Avenue, as outlined in red on the plat accompanying this ordinance and made a part of this ordinance.

SECTION 2. *And be it further ordained,* That upon the passage of this ordinance by the City

Council as evidence of the authenticity of the plat which is a part hereof, the said plat shall be signed by the President of the City Council and upon approval of the ordinance by the Mayor said plat shall be signed by the Mayor of the City of Baltimore.

SECTION 3. *And be it further ordained,* That this ordinance and the plat which is a part hereof shall take effect from the date of its passage.

Approved May 21, 1928.

WM. F. BROENING, *Mayor.*

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No. 410.

An ordinance granting permission to Jos. L. Sollers, Jr., to erect an individual metal garage in the rear of his premises 1202 Brevard street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* that permission be and the same is hereby granted to Jos. P. Sollers, Jr., to erect an individual metal garage 7 ft. wide and 14 ft. long in the rear of his premises 1202 Brevard street; the said garage to be within 3 ft. of an open frame porch and to be erected under the supervision of the Bureau of Buildings of Baltimore City in accordance with the Building Laws of said City.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved May 21, 1928.

WM. F. BROENING, *Mayor.*

## No. 411.

An ordinance to change the name of Anthony Avenue (formerly Delaware Avenue), from Belair Road southerly to White Avenue (formerly Cole Avenue), to Marluth Avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* that the name of Anthony Avenue (formerly Delaware Avenue), from Belair Road southerly to White Avenue (formerly Cole Avenue), be and the same is hereby changed to Marluth Avenue.

SECTION 2. *And be it further ordained.* that this ordinance shall take effect from the date of its passage.

Approved May 21, 1928.

WM. F. BROENING, *Mayor.*

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## No. 412.

An ordinance to change the name of Richmond street, from Cathedral street to Biddle street, to Read street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* that the name of Richmond street, from Cathedral street to Biddle street, be and the same is hereby changed to Read street.

SECTION 2. *And be it further ordained,* that this ordinance shall take effect from the date of its passage.

Approved May 21, 1928.

WM. F. BROENING, *Mayor.*

## No. 413.

An ordinance to condemn, open and grade Howard Park Avenue (formerly Hamilton Avenue), 40 feet wide, from the northeast side of Haddon Avenue to the southwest side of Thornton Avenue in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the ninth day of January, 1928, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn, open and grade Howard Park Avenue (formerly Hamilton Avenue), with a width of 40 feet from the northeast side of Haddon Avenue to the southwest side of Thornton Avenue, the land hereby directed to be condemned for said opening being described as follows:

Beginning for the same at a point on the northeast side of Haddon Avenue, as now laid out at the distance of 412 feet 4 inches more or less southeasterly from the point formed by the intersection of the southeast side of Milford Avenue (formerly Lloyd Avenue), and the northeast side of said Haddon Avenue, said point of beginning also being distant 13 feet northwesterly from the point formed by the intersection of the southeasternmost outline of the properties fronting on said Milford Avenue (formerly Lloyd Avenue), and the northeast side of said Haddon Avenue; and running thence northeasterly parallel with and distant 13 feet northwesterly measured at right angles from said outline 600 feet more or less to intersect the southwest side of Thornton Avenue, as now laid out; thence binding on the southwest side of said Thornton Avenue southeasterly 40 feet to intersect a line drawn parallel with

and distant 40 feet southeasterly measured at right angles from the first line of this description; thence reversing said line so drawn and binding thereon southwesterly 600 feet more or less to intersect the northeast side of said Haddon Avenue; and thence binding on the northeast side of said Haddon Avenue northwesterly 40 feet to the place of beginning.

The said Avenue as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the ninth day of January in the year 1928, and is now on file in the said Office.

Section 2. *And be it further ordained,* That the proceedings of said commissioners for Opening Streets, with reference to the condemnation and opening of said Hamilton Avenue, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof and also any other Acts of the said General Assembly of Maryland which may be applicable thereto, and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved May 21, 1928.

WM. F. BROENING, *Mayor.*

## No. 414.

An ordinance to condemn, open, widen and grade Belvedere Avenue, 70 feet from the west side of Roland Avenue to the east side of Falls Road, in accordance with a plat thereof filed in the Office of the Commissioners for Opening Streets, on the 6th day of February, 1928, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn, open, widen and grade Belvedere Avenue with a width of 70 feet from the west side of Roland Avenue to the east side of Falls Road, the land hereby directed to be condemned for said opening being described as follows:

Beginning for the same at a point formed by the intersection of the west side of Roland Avenue, as now laid out 106 feet wide, and the north side of Belvedere Avenue, as now laid out 60 feet wide; the co-ordinates of said point of beginning, based upon the system established by the City of Baltimore Topographical Survey Commission, being West 5426.27 feet and North 23602.89 feet; and running thence binding on the north side of said Belvedere Avenue North 87°-02′-30″ West 1791.23 feet; thence by a line curving to the left with a 734 foot radius the distance of 301.91 feet, which arc is subtended by a chord bearing South 81°-10′-30″ West 299.78 feet; thence South 69°-23′-30″ West 470 feet; thence by a line curving to the right with a 978 foot radius the distance of 245.65 feet, which arc is subtended by a chord bearing South 76°-35′-14″ West 245 feet; thence by a line curving to the left with a 1019.88 foot radius the distance of 454.05 feet, which arc is subtended by a chord bearing South 71°-01′-44″ West

450.31 feet to intersect the east side of Falls Road, as now laid out; thence binding on the east side of said Falls Road South 15°-54′-30″ East 72.97 feet to intersect a line drawn parallel with and distant 70 feet southerly measured at right angles from the fifth line of this description; thence reversing said line so drawn and binding thereon and along lines drawn parallel with and distant 70 feet southerly measured at right angles from the fourth, third, second and first lines, respectively of this description, the five following courses and distances, namely: by a line curving to the right with a 949.88 foot radius the distance of 442.78 feet, which arc is subtended by a chord bearing North 71°-01′-44″ East 438.78 feet, by a line curving to the left with a 1048.01 foot radius the distance of 263.23 feet, which arc is subtended by a chord bearing North 76°-35′-14″ East 262.54 feet, North 69°-23′-30″ East 470 feet, by a line curving to the right with a 664 foot radius the distance of 273.12 feet, which arc is subtended by a chord bearing North 81°-10′-30″ East 271.19 feet, and South 87°-02′-30″ East 1781.78 feet to intersect the west side of said Roland Avenue, and thence binding on the west side of said Roland Avenue North 10°-38′-48″ East 70.63 feet to the place of beginning.

The courses in the above description are all referred to the true meridian established by the City of Baltimore Topographical Survey Commission.

The said avenue as directed to be condemned being delineated and particularly shown on a plat which was filed in the Office of the Commissioners for Opening Streets on the 6th day of February in the year 1928, and is now on file in the said Office.

SECTION 2. *And be it further ordained,* That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and opening of said Belvedere Avenue, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all Ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved May 21, 1928.

WM. F. BROENING, *Mayor.*

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No. 415.

An ordinance to waive the provisions of Ordinance No. 243 of 1924, which prohibits the sale of gasoline within 300 feet of a school, in so far as said ordinance applies to the premises of Jos. J. Baylin and Jos. Swerin, at the northeast corner of Caroline street and Eastern avenue, and to repeal Ordinance No. 187, approved Dec. 21, 1927, entitled "An ordinance to waive the provisions of Ordinance 243 of 1924, which prohibits the sale of gasoline within 300 feet of a school, in so far as said ordinance applies to the premises at the northeast corner of Caroline street and Eastern avenue, known as 1500-1502-1504 Eastern avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the provisions

of Ordinance No. 243 of 1924, which prohibits the sale of gasoline within 300 feet of a school, be and they are hereby waived in so far as said provisions apply to the premises of Jos. J. Baylin and Jos. Swerin, at the northeast corner of Caroline street and Eastern avenue; provided, however, that any tanks and pumps which may be installed shall be installed after approval by the Board of Estimates, in accordance with the provisions of Ordinances Nos. 534, approved Dec. 24, 1925, and 644, approved May 3, 1926.

SECTION 2. *And be it further ordained,* That Ordinance No. 187, approved Dec. 21, 1927, entitled "An ordinance to waive the provisions of Ordinance 243 of 1924, which prohibits the sale of gasoline within 300 feet of a school, in so far as said ordinance applies to the premises at the northeast corner of Caroline street and Eastern avenue, known as 1500-1502-1504 Eastern avenue," be and the same is hereby repealed.

SECTION 3. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved May 22, 1928.

WM. F. BROENING, *Mayor.*

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No. 416.

An ordinance making Auchentoroly Terrace, from Fulton avenue to a point one square north of Mondawmin avenue where said Auchentoroly Terrace turns westward. a one-way street for vehicular traffic.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That Auchentoroly

Terrace, from Fulton avenue to a point one square north of Mondawmin avenue where said Auchentoroly Terrace turns westward, be and it is hereby declared to be a one-way street for vehicular traffic and to be used by said traffic in a northerly direction only. Any person violating the provisions of this ordinance shall be subject to a penalty not exceeding Ten Dollars ($10) for each and every offense.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved May 22, 1928.

WM. F. BROENING, *Mayor.*

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No. 417.

An ordinance granting permission to Howard D. Bennett to construct an apartment house at the Southwest corner of Bateman avenue and Hilton Street; and to repeal Ordinance No. 893, approved November 22, 1926, authorizing an apartment house at same location.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Howard D. Bennett to construct an apartment house at the southwest corner of Bateman Avenue and Hilton Street.

SECTION 2. *And be it further ordained,* That in the construction of the said building the said Howard D. Bennett be and he is hereby authorized and permitted to construct the said building to a height of eight stories and base-

ment, not exceeding ninety-nine feet in wall height; the total area of the said building and accessory buildings, as shown on the accompanying plat, or measured on the ground line, shall not exceed fifty-five per cent. of the total lot area; the said building shall be constructed for resident use to contain housekeeping and bachelor apartments, Doctor's Offices, Laundry, general dining room and kitchen, observatory, and deck on roof, all for accessory use and shall not exceed ninety-five families in capacity; the said building shall be constructed of fireproof standard construction including outside open or closed porches, and balconies; and shall be constructed in accordance with the present Building Code of Baltimore and all other Regulations not in conflict with the said Code, or this ordinance.

SECTION 3. *And be it further ordained,* That Ordinance No. 893, approved November 22, 1926, authorizing an apartment house at same location, be and the same is hereby repealed.

SECTION 4. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved May 22, 1928.

WM. F. BROENING, *Mayor.*

# RESOLUTION
## No. 1.

A Resolution to ratify the execution of $8,095,000 Coupon Bonds of the City of Baltimore, Maryland, and to provide for the execution of $3,752,000 of registered stock of said city.

Whereas, The Mayor and City Council of Baltimore, (Maryland), has heretofore authorized the issuance of

$3,500,000 Second Sewer Serial 1936-1975 Loan Series 1958-1971, inclusive, for $250,000, each;

$2,796,000 Paving and Bridge Serial 1936-1965 Loan, Series 1954-1965, inclusive, for $233,000, each;

$300,000 Second Conduit Serial 1936-1965 Loan, Series 1950-1955, inclusive, for $50,000 each;

$1,004,000 Office Building Serial 1936-1965 Loan, Series 1945 for $66,000, and Series 1946-1959, inclusive, for $67,000, each;

$495,000 Art Museum Building Serial 1936-1965 Loan, Series 1951-1965, inclusive, for $33,000, each,

all of said loans to be issued in the form of coupon bonds of One Thousand Dollars ($1,000) denomination, registered as to principal only, and that they bear interest at the rate of 4% per annum; and has also authorized the issuance of Registered Stock of the City of Baltimore, Maryland, as follows:

$2,012,000 Second Water Serial 4% 1925-1964 Loan, Series:

| | |
|---|---|
| 1952—$303,000 | 1955—$341,000 |
| 1953— 316,000 | 1956— 355,000 |
| 1954— 328,000 | 1957— 369,000 |

$1,740,000 Second School Serial 4% 1924-1948 Loan, Series:

| | |
|---|---|
| 1946—$853,000 | 1947—$887,000 |

said loans to be issued in the form of Registered Stock, to comply with the terms and conditions of the Acts and Ordinances creating them; and

Whereas the aforesaid $8,095,000 Coupon Bonds of said City were, on the seventeenth day of June, 1927, signed by J. A. Bell, as City Register of the Mayor and City Council of Baltimore, Maryland, said J. A. Bell being on said date, the duly qualified and acting City Register of the Mayor and City Council of Baltimore, Maryland; and

Whereas said J. A. Bell died on the twenty-seventh day of June, 1927, and the City Council of the City of Baltimore, Maryland, has not elected his successor; and

Whereas Walter R. Lyon is the duly appointed and qualified Deputy City Register of the Mayor and City Council of Baltimore, now, therefore,

*Be it resolved by the Mayor and City Council of Baltimore,* That the execution of the aforesaid $8,095,000 Coupon Bonds of the City of Baltimore, Maryland, by said J. A. Bell, as City Register of the Mayor and City Council of Baltimore, is hereby ratified, approved and confirmed, and the said bonds and the coupons thereto attached, bearing the fac-simile signature of said J. A. Bell, are hereby recognized as valid and legally binding obligations of the City of Baltimore, Maryland, and Walter R. Lyon, Deputy City Register of the Mayor and City Council of Baltimore is hereby authorized and directed to deliver the said coupon bonds to the purchasers thereof upon payment of the purchase price; and

*Be it further resolved* that the aforesaid $3,752,000 Registered Stock of the City of Baltimore, shall be executed by said Walter R. Lyon, as Deputy City Register of the Mayor and City Council of Baltimore, and said Registered Stock when so executed, shall be delivered to the purchasers thereof upon payment of the purchase price; and

*Be it further resolved* that this resolution shall be effective from and after the date of its approval.

Approved July 1, 1927.

WM. F. BROENING, *Mayor.*

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No. 2.

Resolution accepting the trust contained in the Last Will and Testament of German H. Hunt, late of Baltimore City, deceased.

Whereas German H. Hunt, late of the City of Baltimore, State of Maryland, deceased, by his Last Will and Testament, as modified by a codicil thereto, directed the Safe Deposit and Trust Company of Baltimore, Trustee under the terms of said Last Will and Testament, upon the death of the survivor of his two daughters Laura and Eleanor, to transfer and pay over one-fifth of his estate and property to the Mayor and City Council of Baltimore for the benefit of the McDonogh School, the fund so provided to be known as the German H. Hunt Fund, and the income therefrom to be used for the

general purposes of said School, subject, however, to annuities charged thereon in favor of William H. Emory and William L. Klinefelter, for their respective lives; and

Whereas the said two daughters of the said German H. Hunt and the said annuitants have, since the decease of the said German H. Hunt, departed this life, and the Mayor and City Council of Baltimore has become entitled to receive from the said Safe Deposit and Trust Company of Baltimore, Trustee as aforesaid, the said one-fifth of the estate and property of the said German H. Hunt, so directed by his said Last Will and Testament to be paid over to the said Mayor and City Council of Baltimore for the benefit of the said McDonogh School, as aforesaid; therefore be it

*Resolved, by the Mayor and City Council of Baltimore* that the said Mayor and City Council of Baltimore does hereby accept the said fund so directed by the said Last Will and Testament of the said German H. Hunt to be paid over to the said Mayor and City Council of Baltimore, as aforesaid: and be it further

*Resolved,* that the City of Baltimore does hereby pledge her faith that she will abide by and comply with the directions of the said German H. Hunt, in his said Last Will and Testament as to said fund expressed.

Approved March 30, 1928.

WM. F. BROENING, *Mayor.*

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